THE PITTSBURGH GAZETTE.

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PITTSBURGH—APRIL 4, 1845.

Mr. Gibbon's Speech.—We omit every thing else, almost, to-day, to make room for Mr. Gibbon's speech, which has been reported for us by our indefatigable Harrisburgh correspondent. Our readers will find it able and eloquent. Is it not singular, that while Philadelphians, of enlarged minds, are thus ably advocating the great measure of the extension of the Baltimore and Ohio Railroad, some citizens of Pittsburgh should be found whose intense selfishness should lead them actively to oppose a measure of such general interest.

Pittsburgh and her Friends.

It is high time that all the real friends of Pittsburgh interests and prosperity bestir themselves, when we find men in our midst, from motives of the most sordid selfishness, opposing her dearest, her vital interests. There is no axiom in Euclid clearer, than that if the Baltimore and Ohio Railroad taps the Ohio river at a point one hundred or two hundred miles below this city, that it will greatly injure our commercial and general prosperity, depreciate the value of our real estate, and give our city a backset very difficult, if not impossible, to be overcome. It is also just as clear, that it will to a far greater degree injure the Pennsylvania Canal, and the Monongahela Navigation, than if it came to this city. These propositions, we conceive, are undeniable. Is it not then surprising to see men opposing the extension of the Baltimore road to this city, and giving as reasons, that it will injure the two above named works!

We know that they excuse themselves with the plea, that if the road does not come through Pennsylvania it will remain at Cumberland. This plea is too silly for men of sense to utter. It is in discordance with the spirit of the age. Every man of sense and discernment knows that the road *will come to the Ohio river*, whether Pennsylvania gives the right of way or not. Virginia has already given the right of way through her borders to Wheeling, and the company, before they will keep the road at Cumberland, *will accept the offer;* but there cannot be much doubt that Virginia will finally, and probably at its next session, give the right of way to Parkersburgh.

We tell these folks the road will not stay at Cumberland; and if they, through self-interest, exert sufficient influence to prevent Pennsylvania giving the right of way, they will deserve and receive the scorn of Pittsburgh, in all coming time.

* * *

The Legislature of Pa. has never at any given period of time been famed for much intelligence. But the Legislature of the present session gives strong and palpable evidence of positive insanity. The people of Pennsylvania have incurred the enormous debt of fifty millions of dollars in making a chain of improvements through the State. Yet some of our short-sighted law-makers are ready and willing to sacrifice the interests of the State and her Public Improvements, by granting the right of way through the State to that formidable competitor, the Baltimore and Ohio Railroad. The cry against monopolies is all sheer hypocrisy, and that of the worst species, if we are to lend our aid to build up a monopoly that will ruin our interests and render useless our State Improvements. The Baltimore and Ohio Railroad ought never to come west of Cumberland, and never will, at least for a century to come, unless the stupidity of the Pennsylvania Legislators accomplish, by insane legislation, that which under other circumstances would not come to pass.

The above article is from the Brownsville (Pa.) Free Press, and is an exhibition of that intense selfishness of which we have had so painful an exhibition in this city within a few days past.—Those who read the article, and reflect that this very Baltimore and Ohio Railroad, which is so furiously denounced as a "monopoly," and which ought never to come west of Cumberland," is the very mainspring of the life and business of Brownsville, will blush at the weakness of poor human nature, which can thus betray her hateful selfishness to the public gaze. Why need this Brownsville editor attempt to hide his opposition to the western progress of the Baltimore Railroad under a pretended regard to the interests of the State? The cloak of hypocrisy is too thin to hide the real cause from the most careless observer. Would his anxiety for the interests of the State have ever been heard of if the road was to stop at Brownsville? Oh, no! It is for the interests of Brownsville he is so anxious.

It has rejoiced our heart to witness the prosperity of Brownsville, and we have done what we could to promote that prosperity; but we were not prepared to see an opposition spring up there to the interests of Pittsburgh. We were glad, also, to see the Brownsville paper pretty well filled with Pittsburgh advertisements, never supposing that the next movement would be an endeavor to inflict a mortal stab on the future welfare of Pittsburgh.

FROM HARRISBURGH.

Correspondence of the Pittsburgh Gazette.

Harrisburgh, March 31, 1845.

Dear Sir:—This morning in Executive Session, after some debate, the further consideration of the nomination of Capt. John King Findlay was postponed until Wednesday next.

A bill relative to the action of replevin containing some fortyseven sections I understand, passed finally, as also one rendering legal a loan made to the Reading Railroad at insurance interest.

In the afternoon, the bill reducing the capital of the Girard Bank was taken up, and opposed strongly by Mr. Champneys, who, maugre his anti bank speeches, it was shown by Mr. Gibbons was a stockholder in this bank. Messrs. Darsie, Crabb, Gibbons and Sterigere were favorable to the passage of the bill, which passed committee.

In the House a bill relative to executions was reported from the judiciary committee; it exempts property amounting to $300 to be designated by the debtor. This is but justice—no man should be deprived of every tool of his trade, even to satisfy a creditor. A bill to allow the North Branch Canal Company to construct a Railroad from Lackawaxen Creek to Centreville, nine miles, was reported from the committee on Corporations.

Mr. Burnside read the report of the committee on Internal Improvements, of which he is chairman, adverse to the Senate bill relative to the Baltimore and Ohio Railroad Company. The report is somewhat lengthy, and takes the same grounds assumed by Mr. Crabb and other opponents of the bill in Senate, the principal idea advanced being that the Company will never, in the event of the defeat of the bill, be able to make her road to the Ohio, below our city. Mr. Burrell, from the same committee, gave notice that a minority report will be presented to-morrow. After some discussion, it was agreed that 2,000 copies should be printed. It is probable that the bill will be taken up to-morrow, after the reading of the minority report. I have prepared my report of Mr. Gibbons' speech, which I will endeavor to forward you by to-morrow's mail. Your readers will find it well worthy of a perusal—it is the result of an enlarged view of the subject, and some portions are truly eloquent.—Messrs. Bigham, Cooper, Kunkle and Burrell of the House are expected to support the bill. I shall endeavor to furnish you the substance of their remarks on this important bill.

The bill extending the Charter of the Chambersburg Bank passed finally, 39 to 19—about 20 members being so busily engaged writing their letters, reading newspapers, &c., as not to vote when their names were called.

The House then took up the bill granting permission to the New York and Erie Railroad Company to construct a portion of their road through Pennsylvania, which was supported by Messrs. Cooper, Kunkle, Burrell, Wilson and Merrifield, and opposed by Messrs. Burnside, Hollinshead and Brady. After discussing it all afternoon, the House adjourned, after adopting a few and rejecting many amendments, but without a vote upon the merits of the bill. I believe it will pass.

Mr. J. K. Moorhead is here, doubtless to oppose the Railroad bill.

Harrisburgh, April 1, 1845.

Dear Sir:—The House is busily engaged upon private bills which are passing pretty rapidly, as usual upon Tuesday, when the whole day is devoted to the subject.

In Senate, a resolution requiring of the Trustees or Officers of the Girard Bank, an immediate statement of the debts and assetts of that institution, was debated for some time and finally lost.

Mr. Chapman then moved to proceed to the consideration of a bill repealing the porrion of the Tax law of last session, establishing a Board of Revenue Commissioners, and also abolishing the proceedings of that body, which was agreed to, 20 to 6. Mr. Chapman made a speech of some length in favor of the bill, denouncing the action of the Board in no very measured terms, as based upon inacurate or no information at all. He alleged that the East would not submit to the action of the Board—and from his remarks, I gleaned that the Board of Revenue Commissioners had failed entirely in the great object of its institution, the increase of taxes on the West, hence the complaint of the Senator from Bucks. Mr. Champneys occupied the remainder of the time of the Senate by a speech in favor of the bill.

In the House, in the afternoon Mr. Burrell, from the minority of the committee on Internal Improvement and Inland Navigation, made a report in favor of the Baltimore and Ohio Railroad bill, sustained by the strongest arguments in support of the action they advocate upon this important question. A large number of bills passed second reading, and several finally, during the day.

REMARKS OF MR. GIBBONS,

UPON THE BALTIMORE & OHIO R. R. BILL.

REPORTED FOR THE DAILY GAZETTE.

In Senate, the bill granting permission to the Baltimore and Ohio Railroad Company to complete their road through Pennsylvania to the Ohio River at Pittsburgh, being under consideration,

Mr. Gibbons said, that the amendments now before the Senate contain most of the important provisions of the former acts of the Legislature of Peannsylvania relative to the Baltimore and Ohio Railroad company. Some of the more onerous restrictions of the act of 1839 were omitted, and other restrictions were imposed which are not found in either of the existing acts. The act of 1828 grants a right of way through our territory to the Ohio River, in general terms, leaving the company at liberty to terminate their road at Wheeling, or at any other point below Pittsburgh, and provides only for the construction of a *lateral road* to the latter city. It will be observed that the first section of the amendments grants a right of way to Pittsburgh only, and the second section confines the company to a particular route, through the vallies of the Youghiogheny and Monongahela rivers. They cannot diverge from this route so as to touch the Ohio at any other point than that named in the bill as proposed to be amended.

The third section reserves to Pennsylvania, and to any company or companies which now are or may hereafter be incorporated by this State, the right to connect with and intersect the Baltimore and Ohio Railroad at any point or points in either of the States of Pennsylvania, Maryland or Virginia.

Neither the act of 1828 nor that of 1839 contains any restriction in regard to the minimum rates of toll to be charged by the company, but gives them authority to reduce their toll at discretion. The fourth section of this bill imposes such a restriction. It provides that the "company shall so regulate the tolls upon all property passing upon their said road between Pittsburgh and Cumberland, that they shall not be less than the average of tolls per mile which are now charged on the same kind of propetry on the Columbia, Philadelphia and the Portage railroads. *Provided*, That if any reduction in the rates of tolls on the said railroads shall hereafter be made, the said company shall be entitled to make a like equal reduction of the tolls on their said road between Pittsburgh and Cumberland." The same section guards against an evasion of this restriction, by prohibiting the company in the regulation of their tolls between Cumberland and Baltimore from making a discrimination in favor of property which shall pass or be destined to pass over that part of the road which extends west from Cumberland. The object of these restrictions was to prevent an unreasonable reduction of the tolls on the road, which might otherwise be made with the view of under bidding the main line of our public works in the carrying trade.

Mr. Gibbons did not deem it necessary to spend much time by a particular reference to all the other sections of the amendment which he had proposed. He explained them briefly, and considered them sufficiently stringent upon the company to protect the interests of the commonwealth and of the owners of the property through which the road would pass, if the company should accept the provisions of the act.

He had devoted much attention to the interesting question to be decided by the Senate, in the passage or rejection of this bill. It was admitted on all hands to be one of very serious impotance to the welfare of the Commonwealth, and in the consideration of it, he thought he had been guided by that spirit which had been invoked by the Senator from Greene (Mr. Black) and which should ever govern every Pennsylvanian when called upon to guard the interests of his State. Our position is one of great embarrassment. We owe a very heavy debt. Our people are heavily taxed to meet the demands of public creditors. We are too poor to be generous—almost too poor to be just.—We need to husband all our resources; to apply all our means to the best advantage. An error in the management of our affairs at this moment may prove disastrous to the character and fortunes of the Commonwealth. This state of things results mainly from the constructions of our public works, to the sale or the revenues of which our fellow citizens are looking for some relief from the burthens which now oppress them.

It is in this critical position of our affairs that we are called upon to say whether a corporation, created by another State, shall enter our borders and construct a rival improvement from the point of the terminus of the main line of our public works to the Atlantic cities. The proposition is somewhat startling; and if we were all governed by first impulses, it would probably not receive a single affirmative vote in this body. My colleague (Mr. Crabb) in supporting his motion for indefinite postponement a few days ago, stated that he had made no examination of the subject. His policy instructs him to stand still—"to let well alone." Such a policy is sometimes very safe and judicious, but not always. It is opposed to the spirit of improvement and adventure; to the progressive strides of enterprise that distinguish the present age above all others. I think it can be shown to be neither a safe nor judicious policy for Pennsylvania to adopt in the present instance.

My colleague agrees with me in opinion, that if the Baltimore and Ohio Railroad company are in earnest, and mean to carry their work to the Ohio river, it is better for the interests of Pennsylvania, that they should make the terminus of their road at Pittsburgh, than at any other point on the river between that city and Parkersburgh. And the whole of his argument against this bill is based on the assumption that the company are *not* in earnest; and that they never can reach the Ohio without passing through part of our territory.—Let us see what reason there is for such an assumption.

Referring to the annual report of the company, published in October last, I find that, "in the summer of 1843 they directed a particular reconnoisance, by the chief engineer of the country between the Potomac and Ohio rivers, at various points upon the latter between Wheeling and Parkersburgh, in order to ascertain the facilities of extending the railroad through Maryland and Virginia, and through Virginia alone, without touching Pennsylvania; and also to ascertain the most practicable and advantageous connections with the trade of the State of Ohio, and through it, of the Western States in general."

"The general result of the reconnoisance has satisfactorily shown the practicability of constructing the railroad through the States of Maryland and Virginia, without passing into Pennsylvania, or through the State of Virginia alone (avoiding both Pennsylvania and Maryland) by various advantageous routes."

"All the routes embraced by this reconnoisance have three principal terminating points upon the Ohio river, namely: the mouth of Fishing Creek, the mouth of Middle Island Creek, and the mouth of Little Kenhawa at Parkersburgh."

They are stated as follows, viz:

"*First*, A route from Cumberland via. Fairmont to the mouth of Fishing Creek, forty miles below Wheeling.

"*Second*, A route via. Bridgeport to the mouth of Middle Island Creek, sixty-six miles below Wheeling.

"*Third*, A route to the last named point, via. Clarksburg.

"*Fourth*, A route to the last named point, via. Shinstown.

"*Fifth*, A route to Parkersburg at the mouth of the Little Kenhawa, ninety-six miles below Wheeling, by way of either Weston or Milford."

The Senator from Greene admitted, in his argument against the bill, that two of these routes were entirely practicable. Another route has also been surveyed from Cumberland to Wheeling, under the authority of the latter city, no part of which lies within the State of Pennsylvania. This route is claimed by the Wheeling interest to be as favorable to the company as any other; although Mr. McLane, perhaps under the sting of disappointment at the recent action of the Virginia Legislature, spoke of it as "the route of tunnels, which would cost additional millions."

It is true that Virginia has rejected the application of the company for an act to authorize them to make the terminus of their road at some point below Wheeling. This was a triumph of the Wheeling interest. How long that interest may be strong enough to maintain the ascendancy in the Legislature of that State, it is not possible for us to know. The very application that was defeated three weeks ago, may in another year be successful, and all the fears which have been here expressed by the opponents of this bill, of establishing a rival work to compete with the main line of our improvements, will be fully realized.

But suppose the Company should never succeed in obtaining the desired grant from Virginia; and admit that the direct route from Cumberland to Wheeling is totally impracticable. This is the very worst aspect in which the case can be presented, and the one in which I wish to consider it. By taking the Fishing Creek route, the company approach the Ohio, at the mouth of that stream, and extending their road about forty miles along the bank of the river make the terminus at Wheeling, under the very powers which they already enjoy from the Legislature of Virginia, and this route is not more than twenty miles longer than "the impracticable route of tunnels." I am now dealing in facts, Mr. Speaker; facts, conclusive of the position that the company under existing laws may readily reach the Ohio at Wheeling, without touching the soil of Pennsylvania. Of the probability of such a result, we can say but little. There is a reasonable certainty of it. The Senator from Greene is of opinion that they cannot command the means necessary to carry them to the Ohio, at *any* point. But they are not in such a bad condition. They are not desponding. Their triumph thus far, over obstacles serious and many, encourages them. The spirit of the age cheers them on in their noble enterprise. Their great efforts to procure the act from the Virginia Legislature, to which I have adverted, indicates a determination to accomplish their original design, and I find in the last report of the Directors the following language to the stockholders:

"In every view which may be taken of the subject, the final prosecution of the railroad, it is believed, *may be fully relied upon.* Some temporary delay may be looked for, and occasional obstacles which most frequently occur in works of the greatest magnitude are also probable; but sooner or later energy and perseverance must triumph over all."

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"The work combines too many considerations, social and political, and appeals to too many of the incentives which stimulate the interest, and control the conduct of individuals and States, to be long retarded. The appreciation of its importance on this side of the Ohio must continue to urge it forward, and the intelligence and power of the Western States cannot long remain insensible to the value of a work which will bring them within a few days of the Ocean."

The Directors close their address by assuring the stockholders that they will continue to urge the work onward from every motive of pride and duty. With a man of Lewis M'Lane's energy and talent at their head, and with so many inducements to persevere in their object, there is some reason for the opinion that this company will not rest, before their Locomotives are running from Baltimore to the Banks of the Ohio.

The Senator from Allegheny (Mr Darsie) in his able argument in support of this bill, shewed with great clearness, that under the onerous restrictions of the act of 1839, it is not possible for the company to reach Pittsburgh with their road. The choice that we now have, is to remove the most objectionable of these restrictions by adopting the amendments now before the Senate, or exclude them from our State altogether. And let us inquire, what is Pennsylvania to gain by excluding them from our territory?

We not only encourage, but actually force a Rail Road communication between Baltimore and Wheeling. The latter city is ninety-eight miles below Pittsburgh, and is accessible by steamboat navigation at seasons when Pittsburgh can be reached with difficulty. It is distant from Baltimore, by the longest route, 395 miles. It is distant from Philadelphia, by way of Pittsburgh and our main line, near 500 miles. So that when produce reaches Wheeling, it is actually one hundred miles nearer an Eastern market by way of the Baltimore and Ohio Railroad than it is by way of Pittsburgh and the Pennsylvania improvements. The distance from Baltimore to Philadelphia by railroad is ninety-six miles, and this makes the whole distance between Wheeling and Philadelphia by railroad about 391 miles, several miles less than the distance between the same points by the canal route through our own State. What are we to gain by this railroad connection between Baltimore and Wheeling? The Senator from Greene reminded us that with the merchants, an early market is every thing. Would the Western merchant, buying his goods in Philadelphia, and anxious to get them into market as soon as possible, be likely to avoid the railroad route to Wheeling? I think not, Mr. Speaker. It would be his direct route home. He would certainly send all his light goods by the railroad, and if the river should be low he would as certainly send his heavy goods by the same line. It is the loss of the light carrying trade on our main line that gentlemen fear by terminating the road at Pittsburgh.

We shall lose that in any event, no matter at what point the road may touch the Ohio river.—And the unlimited power which they possess under the acts of Maryland and Virginia of reducing their tolls, will enable them to under bid the Pennsylvania works, and take from us a vast deal of trade which we should be able to retain under the restrictions imposed by this act. It is clear, in my judgment, that we can gain nothing by forcing the road to Wheeling.

Shall we *lose* nothing by such a policy? Let me invite the serious attention of the Senate to the fact already mentioned that the distance from Wheeling to Baltimore by means of the proposed railroad, is one hundred miles less than the distance between Wheeling and Philadelphia by way of the Pennsylvania Canal. Will produce, ascending the Ohio, and seeking an eastern market, be likely to pass Wheeling for the purpose of reaching the Pennsylvania works at Pittsburgh? By landing their cargoes at Wheeling, boats avoid the most difficult part of the navigation of the Ohio, and find abundance of return freight in the merchandize arriving from Philadelphia and Baltimore, by the railroad. The cost of one hundred miles in the transportation of produce is saved by this connexion between Wheeling and the East. Independently of this, the company, unrestrained as they are and will be, in the power of reducing their tolls, will be able to intercept from the Pittsburgh route a great part of the productions of the valley of the Ohio, on their way to the Atlantic cities. The same cars that are used in the transportation of merchandize from the east must be returned, and all idea of competition out of the question, the company would find it their interest to establish such a rate of tolls as would insure full return freights. As Baltimore is thus made the great Eastern depot of Western produce, her business with the West must consequently increase to the very serious injury of Philadelphia, and the main line of the Pennsylvania improvements. Pittsburgh would feel the shock still more sensibly. She is now a great manufacturing town; and being at the terminus of the only direct communication at present existing between the Ohio and the seaboard, she possesses advantages which are enjoyed by no other western city. But let us remember that Wheeling is situated in the midst of a country abounding in all the facilities which Pittsburgh commands for manufactures of every description. Inexhaustible mines of iron and coal lie at her very gates. All she wants is capital—capital, with a New England spirit to apply it. Connect that city with Baltimore by railroad, make her the great entrepot of Western goods—the point where the whole travel of the West shall concentrate at all seasons, and it will not be long before the grass shall grow in the streets of Pittsburgh.

I know that the Senator from Lancaster is of the opinton that the prosperity of Pittsburgh is too firmly established to be impaired at this time of day by the struggles of any rival. He has referred to the rapid increase of her population, in proof of his position. But sir, I would suggest with great deference to that Senator, that a large population is the *consequence* and not the *cause* of prosperity. Almost every nation in the Eastern Hemisphere can point to some decayed city, within its boundaries, that was once great and populous. It matters not in what profession nature may lavish her choicest bounties upon a country, or what may be the wealth of those who inhabit it, their number or the strength of their sinews, continued prosperity can only be secured by continued struggles to that single end. It is the spirit of contention, of enterprise and adventure—the desire of grasping more than we possess—pride, avarice, ambition; it is a combination of man's selfish passions, kindled and kept burning by the hope of success, that creates and sustains the prosperity of every people, the world over.—Extinguish *hope*, and the vital principle is gone.—When it was announced a few years ago, that Wheeling was to be the terminus of this great work of the Baltimore and Ohio company, that city started suddenly to life and made some rapid strides in improvements of a varied character. I now hold in my hand a copy of a memorial from her council, which was presented to the Virginia Legislature during its late session. It speaks of the excitement among her citizens when they anticipated a speedy connexion by railroad, with the Atlantic. It refers to her public improvements as "evidence of her earnest trust in the sure fulfilment of the hopes founded upon the acts of the company."

—But when the plans of the company were changed, and they sought some other point of connexion with the Ohio, below that city, the spirit that moved for awhile within her borders was stricken down, and the memorial refers to "extensive manufacturing establishments, warehouses and other buildings, now idle and untenanted, as so many evidences of *deferred hope*." It tells us that within the last two years there has been a loss of three thousand in a population of nine thousand; that all works of improvement have been stopped; manufacturing enterprises abandoned; that the decay of trade of all kinds has followed these disastrous changes, and a consequent unprecedented depreciation in the value of every description of property has produced insolvency and ruin to many of her most worthy and enterprising citizens. It was this appeal that defeated the late application of the company to the Virginia Legislature. For the present, they are driven back to Wheeling; and Pittsburgh is rebuked on this floor for fearing the result, and asking the Legislature to secure to her the advantages which are so eagerly sought by the former city. It is true, that our western city is prosperous to-day. But if we are to frown upon her efforts to sustain and perpetuate that prosperity—condemn her for selfishness, repulse her from these halls, and thus indirectly aid in strengthening her only rival in the whole of our western empire, we strike a blow that may paralize her citizens, and break that proud spirit, that in less than half a century has built up a Birmingham in the wilderness of Pennsylvania. The picture drawn in the Wheeling memorial of a decaying city may, in a few years, be a faithful representation of the city of Pittsburgh. We gain *nothing*, while we risk every thing by such a policy.

Before considering the advantages to be derived from the passage of this bill let us inquire into the policy and movements of some of our sister States in relation to canals and railroads constructed by them, and by incorporated companies of their creation. The great object of all these improvements is to recach the immense trade of the West. Massachusetts, New York and Maryland treat their respective commercial capitals, as all parents should treat their offspring. They are furnished with all the facilities of trade which can be derived from liberal, high-minded legislation. Boston is connected by railroad with Lake Erie. Her citizens, cheered and encouraged by the unfaltering support of their commonwealth, unrivalled in intelligence, integrity and successful enterprise, are carrying on a direct trade with the vallies of the Ohio and Mississippi by means of the canals and railroads now in operation.

New York has her great canal from Albany to Buffalo. Her incorporated railroad companies, with their roads already constructed along its very banks from the Hudson to the Lake. The New York and Erie Railroad Company, also incorporated by her Legislature, are pushing their work to Dunkirk. I have before me a map published by that company, on which is marked the various lines of railroads and canals completed and in progress in the several States of Massachusetts, New York, Pennsylvania, Maryland, Ohio and Michigan. Its purpose is to show at a glance the great advantages likely to be enjoyed by the city of New York for the Western trade, on the completion of the numerous improvements now in progress or in contemplation. It exhibits an unbroken line of railroad from Port Marshall, on the Western shore of the State of Michigan, to the city of New York, connecting that city with the valley of the Mississippi by way of the Chicago canal and the Illinois river. At this moment, the current of travel from the valley of the Mississippi, instead of coming up the Ohio as formerly, sets to Chicago by means of the last mentioned route, thence by steamboat across Lake Michigan to Port Marshall. The railroad from that point to Detroit is within twenty miles of completion.—At Detroit, passengers take the Steamers to Buffalo, thence by railroad to Albany, and from thence they proceed either direct to Boston, or down the Hudson to the city of New York. A member of the other House informed me not long since, that he lately travelled from Pennsville (which is about thirty miles east of Port Marshall) to the city of New York, in the incredibly short period of two and a half days; less time than is requiried to travel from Pittsburgh to Philadelphia on the main line of our public improvements. Should the New York and Erie Railroad be completed to Dunkirk, and the contemplated railroads from that point, along the border of the Lake to the State of Michigan, it will not be impossible to travel from Port Marshall to New York city in less than two days.

The several railroads connecting Cincinnati with Sandusky, on Lake Erie, and intersecting the contemplated road from Dunkirk, will be completed in a few months. Two direct and expeditious routes will thus be furnished from the cities of Boston and New York, one to the valley of the Mississippi and the other to the Ohio. The entire travel of that vast country will thus be diverted from its old channel, and gentlemen may decide for themselves what influence such a state of things will be likely to exert upon the business of Philadelphia.

Some Senators seem to entertain the opinion that notwithstanding all these improvements, Philadelphia will attract a large amount of the Lake trade by way of the main line. It is utterly without foundation. We get but little of that trade even now; and we shall have still less as the facilities for transportation to other markets are increased. The Legislature of Ohio, during the present winter, have incorporated a company to construct a railroad from Cleveland to Wellsville, on the Ohio, about forty miles above Wheeling. Let that road be made, let the Baltimore and Ohio Company terminate their road at Wheeling, and let the other lines of railroad that have been mentioned leading from New York to Michigan be completed, and the Lake trade will then have three direct railroad routes leading to Boston, New York, and Baltimore, either of which will be preferred to the present canal route from Cleveland to Philadelphia. He who doubts the final completion of all these improvements, can have but a poor appreciation of the spirit of the age in which we live. When completed, a passenger may start from Philadelphia by railroad, and travel by way of Baltimore entirely around our state to the city of New York, and from thence to his first starting place, without leaving a railroad car except to cross the Hudson at Piermont and Jersey city. In the whole of this journey, he will not touch the territory of Pennsylvania after he crosses the Delaware line on his way to Baltimore, except in passing along the border of the Lake in the county of Erie. And yet, in the judgment of the opponents of this bill, it is the best policy for Pennsylvania to stand idle while these iron arms of sister States are embracing her, for the purpose of holding her in her present position, and preventing another progressive step in the great work of securing and perpetuating the prosperity of our people. This is the way, say they, to save our public works from a dangerous competition! Well, sir, the policy of other States, more successful in their improvements than we have been, is very different. Look at the public works of New York, and the handsome revenue derived from them. That State feared no ruinous competition with her line of canals, when she authorized her incorporated companies to construct railroads connecting her commercial emporium with the Lake. Ohio has her great canal from Portsmouth to Cleveland, and yet encourages incorporated companies to make their railroads from Cincinnati to Sandusky. The facilities of travel between New York and Boston and the West are increased by these railroad connexions, and the consequent increase of business between those cities and the west must bring additional tonnage on the public canals of the States that I have named.

Mr. Speaker, it is the true policy of Pennsylvania to keep pace with her neighbors in all these improvements, and to increase by all means in her power the business of Philadelphia and Pittsburgh. Our two great cities must be connected by railroad, and the opportunity of securing that connexion is now presented to the Legislature, by the passage of this bill. If the Baltimore and Ohio company shall make Pittsburgh the terminus of their road, we reserve the right to connect with or intersect them at any point that we may select. By extending the Franklin Railroad about thirty miles, a connexion may be secured near the town of Hancock, in Virginia. Little Wills Creek, in Bedford county, offers another point of connexion; this would require the construction of about ninety miles of railroad from Chambersburgh. A route was surveyed some time since from Chambersburgh to Bedford, by Mr. Hage, under the authority of this State, and the report of that survey may be found on the Journals of the Senate for the year 1838. I do not mean to discuss at this time the likelihood or advantages of either of these intersections. If I thought they could never be made the consideration would not influence me one whit in my support of this measure.

It is conceded, that the termination of the road to Pittsburgh would greatly enhance the business of that city. It would open to her enterprising citizens a wide field of adventure. It would attract new capital and new men, and stimulate that spirit of gain, which watches and turns to advantage every favorable change in the tide of human affairs. If her interests are properly fostered, by enlightened legislation, she can have no rival in the West. New Manufactories of all kinds will spring into existence, and merchants from the far West, finding hardware, glass, cutlery, and many other articles which they now purchase in the Atlantic cities, manufactured as well and sold as cheaply four hundred miles nearer home, will save the cost of transportation for that distance by buying such articles in the iron city of Pennsylvania. Pittsburgh is thus made a point of sufficient attraction to divert travel from the Lake routes. Merchants on their way to eastern markets, consulting their immediate interests rather than the speed of conveyance by way of the railroad from Cincinnati to Sandusky, will ascend the Ohio and make their first purchases at Pittsburgh. Those who travel by way of Chicago and Detroit, governed by the same motives of self interest, will also leave the Lake route at Cleveland by means of the contemplated road from that town to Wellsville, and pay their tribute in the way of trade, to our Western city. For all who thus visit Pittsburgh, there will be but one convenient route to the Atlantic markets, and that will be by the contemplated railroad connexion with Baltimore.—The journey will be performed in less than twenty four honrs.

But some may say that "all this will result in benefit to Baltimore and loss to Philadelphia." The first part of the proposition is undoubtedly true; the latter part cannot be sustained by past or present experience. Philadelphia is now doing a very heavy business; she is filled with Western merchants. How many of these merchants passes over the Pennsylvania improvements? Not one. I say, sir, *not one.* All who came from the valley of the Ohio travelled direct from Wheeling or Pittsburgh to Baltimore, by means of improvements already existing; they all went to Cumberland, and there took the railroad to Baltimore. No law that this Legislature has the power to enact, could prevent others from taking the same route. It is quicker, more comfortable, and in every way better than the route through Pennsylvania. The passage of this bill will not alter this state of things, farther than to increase the facilities and the comforts of the journey, in case the road should be constructed. Western men will go then, as they go now, to the city of Baltimore, and they will make themselves acquainted with that market before going farther. But they will not be satisfied to look at that market alone; they are not now and never have been satisfied to do so. Six hours takes them to Philadelphia, and there they will continue to go, without fail. If they can make better bargains there than in Baltimore, they will. The two cities will flourish together. Success will attend them both; but the greater success will be with the one that shall excel in industry, enterprise and skill in the various branches of business. It will be a generous, useful, honorable rivalry, that the merchants of either city should rather invite than fear.

By thus diverting the travel from the Lake routes, we multiply the number of merchants who visit Philadelphia, and as a necessary result, extend the business of that city. Goods purchased by the West from the East are paid for in western produce. And as you increase the business of Philadelphia you increase in the same ratio, the amount of produce and tonnage that passes over our public works to and from that point. The idea that the railroad from Pittsburgh to Baltimore will *lessen* the revenues of the main line, by competition in the heavy carrying trade, is to my mind unreasonable. The distance between Pittsburgh and Philadelphia by way of Baltimore is 434 miles; while the distance by the main line is about 400 miles. Here then we have an advantage of 34 miles distance.—Three fourths of our line is canal and can be maintained at a much less expense than railroad. There is no experience to prove that a long line of railroad, constructed with numerous grades of sixty feet to the mile, can carry tonnage at as low a rate as a canal, or that it can ever become a dangerous competitor, unless it be more advantageously located, as this road would be with its western terminus at Wheeling. On the contrary, the very reverse of the proposition is established by actual experiment, which were referred to by my friend from Allegheny. The conveyance of passengers and the transportation of mails will be the principal sources of the revenue of this company.—Seventy-five per cent of their nett profits during the last year was derived from those sources. Of the whole amount which they received for the transportation of tonnage, it requires *sixty-six per cent*, to pay the expenses, *the company themselves being the transporters.* Of the aggregate amount of toll received from the railroad portion of our main line about *fifty three per cent paid* all expenses. And of the amount received from our main line of canal the expenses did not exceed *thirty per cent.* The entire charge per ton per mile for the transportation of goods between Philadelphia and Pittsburgh, by the main line, including tolls and commissions, is actually less than that charged by the company between Baltimore and Cumberland, *and our profits are ninety per cent greater.* These facts prove to my judgment that the Pennsylvania works are beyond the reach of successful or injurious competition in the heavy carrying trade, should the company be permitted to terminate their road at Pittsburgh.

Mr. Speaker, I came to the consideration of this question with hostile intent. An examination of its merits, undertaken with the view of opposing the passage of the bill, led me to the conclusion that I have expressed. I desire the work to go on, for the sake of Philadelphia, Pittsburgh and the Commonwealth. All will profit by it.—and if Baltimore shall come in for a full share of the benefit, it will not be at our expense, and gentlemen can therefore have no cause to complain, of the increased prosperity of that noble, hospitable city. It is true, that the many advantages that I have spoken of, as the probable result of the construction of this great improvement, may not be realized in our day. But sir, that is a very miserable system of legislation, which, looks not to the effects that it may produce beyond the present moment. A short time before the death of Stephen Girard, a friend, who called to see him, found him in his garden planting a very small tree. The old merchant was weak and tottering. His friend inquired, "why do you plant that tree, it will never bear fruit in your day?" "No" replied Mr. Girard, "but if it lives, it will bear fruit same day, and I would plant it, if I had to die to-morrow." It spoke the character of the man, to plant a tree, whose shade or whose fruit might be enjoyed by men of a future generation. We shall lose nothing in character that is worth preserving, if the same spirit influenced our action here.

Objection has been made to the passage of this bill on the ground that it would be creating a great corporation; or what is considered by some to be still worse, it would be admitting in their own borders *"a foreign corporation."* I am not of those who worship, or who fear corporations. But I cannot close my eyes to the fact, that the people of Pennsylvania owe much of their present prosperity to such bodies. It required an amount of capital that no one man could command, to open a market for the coal of Schuylkill and the iron and other productions of Berks, Lehigh and Northampton counties. Corporations have made those counties what they are. They have turned their mountains into gold, and stamped prosperity on the bosoms of their vallies. They have started a thousand mill wheels on the banks of their streams, and kindled the fires of their furnaces and forges. And where, a few years ago, not even the sound of the woodman's axe disturbed the silence of the wilderness,—the whistling steam, the rumbling machinery, the boatman's horn and the joyful song of the early laborer, greet the rising of every morning's sun.

Yes sir. These are some of the fruits of "soulless corporations," as they have been sneeringly called by the Senator from Lancaster; a term that implies nothing more, than the union of the means of many, in one capital, to be used for a specific purpose, by authority and under the restrictions of the law, without personal risk of liability beyond the actual amount of property invested.—When Senators on this floor hurl their denunciations at such bodies, let them not forever tremble at the ghosts of the departed, but cast their eyes, sometimes, over the commonwealth, and behold the active, cheerful, useful spirit of the living, and the bright face that the country wears, whenever that spirit moves. Let them see how it nerves the arm of industry, and listen awhile to the echoes that it chases from the hills. Perhaps such animated sights and sounds, may induce them to pause in their indiscriminate warfare against such bodies, and tempt the belief that there may be some redeeming virtue, yes—even in a corporation!

I am gratified by the position chosen by my friend from Westmoreland, (Mr. Hill) as expressed in his brief reply, made a few days since, to the Senator from Greene. Although he and I may widely differ in our views of the character of some species of corporations, yet we stand upon the same ground as to those, which are established for the construction of works or the prosecution of some adventure that cannot be attained by individual enterprise, and that may serve to develope more effectually the wealth of the State. Pennsylvania is even yet an infant commonwealth. It has been but a few years since her own citizens were utterly ignorant of her immense resources. Every county through which a railroad or a canal shall pass, is brought within reach of a market for some valuable production, but yet half developed for want of capital. And yet there are Senators upon this floor strenuous in their support of measures and principles that are not only calculated to exclude capital from the state, but which must, if persisted in and established, drive from us much of that which is now in active operation, giving employment and bread to thousands of our fellow citizens.

There is no force in the objection that this is a "foreign corporation"—"a grasping corporation." Perhaps it was intended only to operate as a kind of scare-crow. It was addressed to the fears and the prejudices, and not to the sober judgment of the Senate. The company will be within the reach of the laws of this commonwealth; as much so as if they had been originally created by this Legislature. By the express provisions of the act, which they are bound to accept before they can enter our territory, they are amenable at the bar of our courts, for any abuse of the privileges which the passage of this act may confer. Their property will at all times be within the reach of Pennsylvania process, and any judgment or decree of the court may be enforced without difficulty.—The rights of all persons, through whose lands they may pass or whose property they may use in the construction of their work, are carefully and effectually guarded; and while the commonwealth has nothing to fear from the operations of the company, our fellow citizens of the Western part of the State, have every thing to hope from the ultimate success of an enterprise, that will annihilate the distance which separates them from the Atlantic cities, and deprives their industry of a reasonable reward.—Nothing was ever more clear to my judgment than the propriety and sound policy of the passage of this bill.—Should the object for which it is designed be accomplished, it will increase our revenues, perpetuate the prosperity of Philadelphia and Pittsburgh identify their interests and make them the pride and comfort of the parent Commonwealth.

LATER FROM EUROPE.

By the arrival at New York, on Monday morning last, of the packet ship *Louis Phillippe*, from Havre, Paris papers to the 7th ult., and London dates to the 6th have been received. The dates from London are three days later than last accounts. We take the principal items of interest found in our eastern exchanges.

The cold was excessive in France—the thermometer on the night of the 6th was 9° below Zero of Reaumur.

A sailor fell overboard in Havre from the American ship Clinton on the night of the 5th and was rescued by a Mr. Fort, who succeeded in saving the sailor notwithstanding the intense cold.

The *Journal des Debats* of the 2nd March contains the treaty at length between France and China. It consists of 35 articles. The Journal des Debats refers to some of the principal articles as copied from like articles in the treaty between U. States and China.

In the British House of Commons on the 5th, a slight but somewhat important conversation took place on the subject of Sugar. Mr. Thornley alluded to the reputed fact that twelve hogsheads, as samples of sugar from New Orleans, had arrived in London by the Franciscania, and he wished to know whether this sugar, as well as that imported from Brazil and other slave countries, would be admitted into Great Britain upon the same terms as sugar imported from Java and Manilla?

Sir Robert Peel said that those countries of the U. States in which sugar was produced by slave labor, and admitted into England, were those with which this kingdom had at present reciprocity treaties. With regard to the arrival announced by the Hon. member, he could say he had no intimation whatever of it; but he believed that at present that sugar would be admitted on the same terms as sugar the produce of the countries which had been mentioned by the Hon. member. But he would add, that he would not say that the sugar so imported, *the produce of the United States, included under the reciprocity treaties, would be admitted under the proposed advantages.* (Hear.)

Mr. Thornley was very glad to hear that announcement from the right hon. baronet, as a new and very important one, for the market would be opened with the United States sugar, and this altered state of the law would be of great importance.

Mr. Ewart wished to know whether that sugar, not the produce of slave labor, would be admitted at the reduced duty, as he understood the free-labor sugar of Mauritius and Java.

Sir R. Peel was understood to say that he was not prepared with an answer.

There was no change in the Money Market at London, and no change in cotton.

The French Chamber of Deputies were debating with great ardor, the Secret Service Money Bill. All efforts to dislodge the present cabinet would be unavailing.

The Madrid journals of the 28th ult., and those of the 27th, are destitute of news. The *Heraldo*, noticing a report that some of the officiating clergy in Madrid and in the provinces had indulged in political allusions, and forbidden to their flocks the reading of the translation of Mr. Eugene Sue's novel of the *Juif Errant*, on account of the attacks that it contains on the Jesuits, expresses its regret at this spirit of intolerance. The same journal contradicts a rumor that the government of the Havanna had by advertisement prohibited the reading of Mr. Sue's works. The Chamber of Deputies met on the 28th, but there was no business of importance.

LATER FROM EUROPE.

The packet ship *Queen of the West*, Captain Woodhouse, arrived at New York on Tuesday morning, having left Liverpool on the 7th ult., and bringing papers to that date.

The intelligence is of no very marked importance.

Later news had been received from the East by the arrival of the overland mail.

By the overland mail, anticipated in London by the newspaper expresses, later dates have been received from China and the East. From China, the dates are to the 18th of December, but a day later than brought by the Zenobia at this port. The intelligence, however, is much more full. From Calcutta dates are to Jan. 23d, and from Bombay to Feb. 1. The insurrection in Kolapore continued, and 10,000 men are in the field for the purpose of suppressing it. The correspondent of the London Standard says that the spirit of rebellion is almost universal, and that the efforts of the British army are but partially felt.

Several efforts have been made to drive them from their strong holds, but they have been ineffectual. Three British officers had been slain.

In Scinde the country is quiet, but the severest sickness prevails among the British troops. The 78th regiment had lost 557 since the beginning of September, in Oct. 1844, nor 200 will remain.

In China, at the latest dates, trade for all descriptions of English manufactured goods, is represented as dull—duller than it has been for a long time—and no immediate prospect of improvement in demand, and the spun market was dull and well supplied. Imports do not pay, and exports do not pay.

The discussion in the Swiss diet on the question of the Jesuits commenced on the 27th Feb. The Chancellors of the Diet had made a communication of the petitions, signed by 120,000 persons, for the expulsion of the Jesuits.

PITTSBURGH GAZETTE.

PUBLISHED BY WHITE AND HARRIS.

☞"The Pittsburgh Gazette" is published Daily, Tri-weekly, and Weekly, at the *South-East Corner of Market and Fourth streets.* The Daily Paper is SIX Dollars per annum, in advance. The Tri-weekly Paper is FOUR Dollars per annum, in advance. The Weekly paper, containing most of the matter of the Daily, and but few advertisements, TWO Dollars per annum, *in advance*, or THREE Dollars at the end of the year.

RATES OF ADVERTISING IN WEEKLY PAPER.

For 10 lines, or less,	One insertion	$0 50
" " "	Two insertions	0 75
" " "	Three insertions	1 00
" " "	Three months	3 00
" " "	Six months	6 00
" " "	Twelve months	10 00

BUSINESS CARDS.

For five lines, or less.	One year	$6 00
" "	Six months	5 00

PITTSBURGH, APRIL 8, 1845.

Mr. J. K. MOORHEAD is now at Harrisburgh boring against the Baltimore Railroad coming to this city. He says two great interests are at stake—*his own*, and those of the state. If the people of Harrisburgh, and the Legislature in session there, inquire who Mr. MOORHEAD represents, we can tell them,—*nobody but himself!* He was not sent there by the citizens of this city or county, all of whom, as far as we know, are decidedly opposed to his course. *The one hundred thousand citizens of Allegheny County* are in favor of the right of way being granted—JAMES K. MOORHEAD is opposed. He is opposed because he thinks it will injure a work in which he is interested. He appears to care nothing for his fellow citizens. The one hundred thousand inhabitants are favorable because they believe the road coming here will help the state, the county and the city—and not even injure the interests of JAMES K. MOORHEAD.

☞The only argument of any force used by Mr. MOORHEAD and the other opposers of the Baltimore Railroad coming to Pittsburgh, is, that if Pennsylvania does not grant the right of way, the road will remain at Cumberland. This is the burden of the argument of the report of the majority of the Committee of the House against the road. Mr. MOORHEAD and all the opposers must admit that if the road goes below its effects upon the Main Line will be far worse than at Pittsburgh. The only safety for the State, according to their argument, is to keep the road at Cumberland. If it can be made evident that the road will be continued to the Ohio river *at any point*, then all the disasters those men so foolishly apprehend to the State, and to the Monongahela Improvement, are certain to come upon us if these men are correct; and the only question will be with sensible and reasonable men, at what point can Pennsylvania best compete with the road. Now, so far from believing that the Railroad will injure the Main Line by coming to Pittsburgh, we believe just the reverse; while we have no doubt that if the road goes below, it will prove exceedingly disastrous to the State works. The reasons on which these opinions are founded have been previously stated, and are obvious to all our readers. That the road will go to the Ohio river, and that very soon, we have the most unshaken confidence, and if Pennsylvania will not grant the right of way, Virginia will. To show that Baltimoreans look forward to an early completion of their road to the Ohio river, we copy the following extract from a communication in the Baltimore American:

"Every Baltimorean who is competent to judge of the true interests of our city must now feel that we can never enjoy our full measure of prosperity until our railroad shall have reached the Ohio river. We must now rally our strength, unite all our resources in accomplishing this, to us, most desirable—nay, all-important result. We should look neither to the right nor to the left in this our determination. This was the great end we had in view when we started the railroad, and looking to this result we did not formerly, nor need we now, fear the competition of the Canal, [the Chesapeake and Ohio Canal.] The Canal can injure us only in case the Railroad stops at Cumberland. There are many and most difficult obstables in our way—but they are by no means insurmountable, and they will constantly become less and less difficult."

There can be no doubt that the indomitable spirit and energy of Baltimore will accomplish the work, and push the road to the Ohio river.—Not only so, but there is great danger that they will obtain the right of way to Parkersburgh, if Pennsylvania persists in her mad policy of refusing the road the privilege of coming to Pittsburgh. The North Western part of Virginia is fully aroused, and preparations are making to approach the next Legislature with a formidable force.

"POSITION OF THE WHIGS."

Under this head the New York Courier and Enquirer notices the letter of our Ohio correspondent, who speaks of the design of the Whigs of that State to hold a Convention in May, in relation to the Texas question, and who also speaks of a National Convention. The editor of the Courier thinks this letter is one indication among others, of a design on the part of a portion of the Whigs to "force the doctrines of abolition upon the party." We think the editor of the Courier is unreasonably jealous in regard to this matter. The Whig party has always spoken in the clearest tones its opposition to the vile scheme of Annexation, and gave as one of its reasons, its opposition to the extension of slavery. Is it surprising then, when this project is being forced upon the country, in a confessedly lawless and unconstitutional manner, and when the object of its principal supporters, as openly avowed, is the strengthening of the slave power, that the Whig party should feel indignant, should hold conventions and express their feelings warmly?

We believe we know the sentiments of the Whig party in this section of the State, and in Ohio, well—probably better than the intelligent editor of the Courier—and we know that there is no design on the part of the Whigs to change the aspect, or principles, or character of the party. The only intention is to carry out their well known, long-cherished, and fully expressed opinions. The Whig party never has, neither does it design in future, to meddle with slavery as it constitutionally exists in the slaveholding States. It does not seek to rob a slaveholder of a single constitutional right, or to deprive him of his fair share of the immunities and privileges of our political compact. As a law-abiding party, we submit to the constituted authorities until we can lawfully change them. But, on the other hand, this does not bind the Whig party to submit to unconstitutional encroachments on the part of the slave-holding power. It does not oblige us meekly to submit to an infringement of the Constitution for the sake of the extension of what we all hold to be a curse of no small magnitude. Far from it. Neither do we believe Southern Whigs generally wish us to do it, or expect us to do it. Many of them are as loud in their denunciation of the infamous Annexation scheme as the Northern Whigs, or our Ohio correspondent, who has long battled in the Whig ranks, and boldly braved the fiercest attacks of the ultra-abolitionists—the misnamed Liberty party.

The United States Gazette also quotes our correspondent's letter, and makes remarks somewhat similar to those of the New York paper. Both labor under a mistake. Neither of them, however zealous, did more to promote the elevation of Mr. CLAY than our Ohio friend.

☞A writer in the U. S. Gazette proposes Hon. Judge M'LEAN, of Ohio, as the Whig candidate for the next Presidency, and Hon. WM. C. RIVES, of Va., as the candidate for Vice President. A very respectable nomination, but it is entirely too soon to agitate this question. Two years hence will be time enough.

FROM HARRISBURGH.

Correspondence of the Pittsburgh Gazette.

HARRISBURGH, April 4, 1845.

The Senate again took up the bill providing for the payment of the troops engaged in suppressing the Philadelphia Riots, which was debated for some time. Mr. Sullivan strongly opposed any payment from the State Treasury to such troops as were ordered out by the civil authorities. The bill passed finally, 17 to 8, but has been so amended as to render its passage in the House doubtful. When considered in the House you shall have its provisions.

The appropriation bill passed committee slightly amended—it was made the order for Monday next.

The bill extending the Charter of the Chambersburgh Bank passed finally.

At the hour of adjournment the bill to abolish the Mayor's Court of Lancaster city was pending. Judge Champneys strongly opposes its passage.

In the House, a resolution offered by Mr. Brady, relative to forwarding the journals to the members passed.

Mr. Muse read in place a bill to incorporate the Pittsburgh and Turtle creek Railroad Company, of which I spoke in my letter of yesterday. The bill authorises a railroad or turnpike, as the Company think best the route is as designated in the petitions presented yesterday.

Mr. Cummings presented a petition of 754 citizens of Fayette county, in favor of the Baltimore and Ohio Railroad bill.

The Philadelphia Riot and Police bill passed finally, after much debate, by a vote of 78 to 8, all the Natives who voted opposing the bill, together with Mr. Struthers of Carbon. The ground of opposition was the great power conferred upon the military.

The New York and Erie Railroad bill was debated till adjournment.

MINORITY REPORT

Of the Committee of Internal Improvements, relative to the Baltimore and Ohio Rail Road.

The minority of the Committee on Inland Navigation and Internal Improvement, to whom was referred Senate bill No. 11, entitled, "An Act to authorize the Baltimore and Ohio Railroad Company to construct a Railroad through Pennsylvania, in a direction from Baltimore to the Ohio River at the city of Pittsburgh," would beg leave to report their dissent from the conclusion to which a majority of that Committee have arrived.

This Bill proposes to give the said company permission to extend its railroad from Cumberland, in the state of Maryland, its present termination, through Pennsylvania, by the Youghiogheny route to the Ohio river, at Pittsburgh. The minority of the committee wish it to be distinctly understood that this application comes from *our own citizens*, in western Pennsylvania, who ask no new grant but a renewal of what two preceding Legislatures had heretofore granted them. The company appear indifferent, if not hostile, to this application. The original Pennsylvania charter to this company, approved the 27th February, 1828, passed the House of Representatives by a vote of yeas 75, to nays 14; the Senate by yeas 24, nays 5.—The supplement to this act approved the 20th of June 1839, extending the time for the completion of this road, appears to have passed without even a call of the yeas and nays. The original charter of 1828 had been accepted by the company, which required them to extend this road to Pittsburgh.—The supplement of 1839 contained new and onerous restrictions which the company have always regarded as inadmissible and tantamount to a prohibition to enter Pennsylvania. The provisions of that act have erected barriers along the southern line of our State, more formidable than even the Allegheny mountain chain. The company, considering themselves released by that act from all obligations to Pennsylvania, have since 1840 had their engineers employed in seeking out other more southern routes by which their road might reach their original destination—the Ohio river, without entering Pennsylvania. These explorations have resulted in the actual survey of four distinct practicable routes to the Ohio river, to wit: Wheeling, Fishing Creek, Middle Island and Parkersburg. The minority of your committee therefore, conceive that an entirely different state of affairs now exists from what there did in 1839, when that act was passed. The extension of the Baltimore and Ohio railroad to the Ohio river, is not in the power of Pennsylvania to prevent—whatever effect its completion will have—whatever results are to ensue from its competition with the public works of Pennsylvania we must encounter.

It is the part of wisdom, then, to give this road that terminus which will afford the *greatest local advantages to our own citizens*—and do *the least mischief to our public works*. That terminus the minority of your committee believe would be what is proposed in the present bill, the city of Pittsburgh. The memorialists claim this permission as a matter of right—this railroad was authorized contemporaneously with the main line of our public improvements, was a part and parcel of the design in connecting the eastern cities with the valley of the Ohio; and the faith of the State has been twice pledged by her legislation to carry out this design. These considerations present strong claims to the Legislature, why this permission should be granted.

The southwestern counties of the State through which this railroad is proposed to be located, a distance of 150 miles, have strong local claims upon the legislature. The entire valleys of the Monongahela and Youghiogheny, those garden spots of western Pennsylvania, have been little benefitted by our public works.

Their turnpikes were once the principal channels connecting the east and west.

The relation which Pittsburgh bears to the agricultural, manufacturing and commercial interest of western Pennsylvania, should be carefully considered. That city is the market for most of the surplus production of the western counties, and hence whatever affects its interests must affect the interest of the western part of the State generally; not only so, but the expenditure of some $6,000,000, necessary to the construction of this railroad, would create a demand for labor and agricultural products, give active circulation to capital, and thus largely benefit our citizens and our state treasury. The interests of Pittsburgh are deeply identified with the trade of the great western valley, and with the business on our public works. Notwithstanding the geographical advantages which the Pennsylvania canal possesses, being the shortest route from the Mississippi valley to the seaboard, it has never commanded one-tenth of the surplus agricultural products sent to market from that valley—New Orleans by the Mississippi river—and New York by her canal and the lakes, carries off nine-tenths of western productions.

The agricultural statistics of the United States for 1844, contained in the report of the Commissioner of Patents, shows that the Mississippi valley produces annually about 400,000,000 of bushels of wheat, rye, corn, oats, barley, buckwheat, and potatoes; and nearly 800,000,000 of pounds of hemp, cotton, sugar and tobacco, to say nothing of its cattle, its pork, its manufacturing and mineral productions. Pennsylvania, by means of the Ohio river and her public improvements, has the shortest route to the eastern cities; in order to command her share of western trade, she must make this the cheapest route. This will never be effected until we have some competition in the field to carry off some portion of the trade and travel. If that policy is pursued which will give us our legitimate share of the business, we will have enough for both canal and railroad. The canal will carry our western produce, the eastern merchandize, family and emigrant travel. The railroad business will be travel, light merchandize, the winter trade, and all that business in regard to which *rapidity of transit* is more important than the *cost of transportation*.

The majority of the committee assume, that this railroad if completed to Pittsburgh, would become a formidable competitor to our Pennsylvania canal, and consequently, seriously depreciate the value of our public works.

The minority however believe that if the correct policy is pursued in the management of our public works—and the Pennsylvania canal is made the cheapest route to the eastern market, and thus give it the business to which it is legitimately entitled, then the canal need not fear the competition of the railroad. Canals and railroads are in no proper sense competitors—the former is designed for slow and cheap transportation, the latter for rapid and costly transit. In Great Britain, on all the principal lines of trade, they run side by side, each engaged in its appropriate trade, and after years of competition the canals are found to retain four-fifths of all the trade. In the State of New York, whose public works are better managed than in any other state in the Union, she has chartered and has in active operation a line of railroads from Albany to Buffalo, running to a great extent along the bank of the canal. She has again chartered her New York and Erie railroad company through the southern counties of the State. She has permitted the Great Western railroad company of Boston to tap her public works at Albany—and yet her canal is not ruined; on the contrary its business is increasing every year—and why, because in public works as with individuals, competition is the life of trade; competition cheapens transportation, this increases tonnage, gives activity to business, and if we try the experiment, the Pennsylvania canal will do more business under the new system, than it ever did under the old. Ohio has pursued the same policy—she has a state canal from the Ohio river to Lake Erie, and yet she has chartered at least two railroad companies to construct railroads from the Lake to the river. Maryland has the Chesapeake and Ohio canal running side by side with the Baltimore and Ohio railroad. The minority of your committee can therefore see nothing in the nature of things—nor yet in the experience of other countries or of other States, to justify this alarm in regard to the injury likely to ensue to our public works. And if there is any place in this wide world where such competition should not be feared, it certainly is a canal and railroad connecting the Ohio river with the markets of the eastern cities. If by a healthful competition, you make this Pennsylvania route the cheapest route, we may have ten times the amount of travel and transportation which we now have.

We have before spoken of the amount of agricultural productions of the West, let us now inquire in regard to Western travel. The Mississippi valley now contains a population of 8,500,000, and before this road will be completed will contain 10, possibly 12,000,000 of inhabitants. And yet this immense population has not a single railroad to connect her magnificent river with the almost innumerable railroads of the Atlantic states. Every city, nay almost every village in the Atlantic states, has its railroad. And yet the majority of this committee appears unwilling to permit Pittsburgh to make a railroad at her own cost to the Eastern cities. The west, by means of its fine navigable rivers, possesses great advantages to travel. Now, can it be expected that men who have been accustomed to travel on their rivers at the rate of 20 miles per hour, will voluntarily come to a point on their Eastern journey—from which they will have to be jolted over a turnpike or floated on a canal at the rate of 3 to 5 miles per hour. What then must be the effect, if we force this railroad to terminate at Wheeling or Parkersburg! All Western travel will inevitably take that route. Several railroads now projected from the Lakes are only waiting to see where this terminus is to be—to connect with it. If these railroads come to Pittsburgh, they will bring passengers and freight to the Western end of our canal. If, however, the terminus is in Virginia, all these railroads must centre there; all the travel and a large portion of the freight will seek that route to market. The States of Maryland, Virginia, Ohio and Kentucky, all interested in this route, will at once combine to prevent appropriations on the part of the national government to improve the Ohio river above the terminus of this railroad. Then indeed will the main artery which feeds your canal be blocked up. Then may the grass be seen to grow in the streets of Pittsburgh along the tow path of your canal—and the small pittance of toll we may receive will scarcely pay the officers along the line of our public improvements.

But the majority of the committee assume as the basis of their report, that unless this permission is given by Pennsylvania, this railroad will not be made to the Ohio. The minority cannot believe that any man who has carefully watched the movements of this company for the last few years—who has seen the policy adopted of retaining in the administrative department of its affairs, the very highest talent of the country; who intelligently understand the difficulties they have encountered in reaching Cumberland; who knows the stern determination of the intelligent and indomitable directory to carry that work to its original destination—the Ohio river—can for a moment doubt but they will reach the Ohio, *through Pennsylvania or around it*. That company has not spent years of toil—expended some $8,000,000 amidst the very gloomiest period of our commercial depression in reaching Cumberland, to long hesitate, when within 159 miles of the Ohio. The company possesses $3,000,000 of Maryland bonds—by mortgaging the road already completed, they can raise the funds necessary to complete the remainder of the road.

But notwithstanding all these proofs—the result of the "most mature deliberation" of the majority of the committee is, that this road will never be made to the Ohio river unless Pennsylvania gives her permission. To prove this position, certain extracts are given from the argument of the President of that company, when urging upon the Virginia Legislature, the claims of a more southern route—this Wheeling route was said to be in a certain sense impracticable—a route of tunnels, and would cost to make it additional millions.

It however so happens that this very same pamphlet quoted by the majority, contains in an appendix a report from Benjamin H. Latrobe, the chief engineer of the company, a survey of the Wheeling route, and also of the Fishing Creek route—the shortest and cheapest Virginia route to the Ohio. That report admits the entire practicability of the Wheeling route, and estimates its cost over the Fishing creek route at $1,168,582. This is nearly $400,000 more than Mr. Knight estimated. The city of Wheeling is however bound to pay the company $1,000,000, should that place be the terminus of this road. Thus according to Mr. Latrobe (who is unfriendly to the Wheeling terminus) this route would cost only $168,000 more than the Fishing creek route, and considerably less than the Parkersburgh route. And on the estimate of Mr. Knight, the company would get a premium of 2 or $300,000 to accept the Wheeling route over any other route proposed.

Can then any intelligent man, who knows the anxious determination of Mr. M'Lean and the directors of that company to reach the Ohio river, for one moment believe that 1 or $200,000 or even 1 or $2,000,000 will cause them long to hesitate? No, whatever strong expressions Mr. McLean may have dropped in the ardor of debate—that company, if no preferable route is offered to them, will, very shortly, extend her road to the Ohio at Wheeling.

The majority of the committee allege, that the Virginia law contains so many restrictions and limitations, that the company can never accept the terms. Now what are these monstrous restrictions? The company must purchase the Winchester and Potomac railroad; this was their own offer. The company must release two-fifths of their tolls on the Washington Branch railroad. This they were anxious to do as soon as authorized by the Maryland legislature. That permission has been given, and the reduction made. The Virginia subscription has been withdrawn, that was only contingent, and its renewal was not asked by the company. The other enumerated restrictions, viz: the right of the state to tax the corporation and tap the road, &c., are all contained in the bill now before this House. The committee ask with an air of triumph, why did not the company construct their road by this Wheeling route under the law of 1838? And then answer, because this was a route of tunnels, and would require additional millions to make it. Now it so happens that this Wheeling route through Virginia was never surveyed until in the summer of 1844. The "most mature deliberation" of the committee was certainly expended in searching out all kinds of objections to this bill. We now come to the most astonishing part of the report of the committee, their statistics of the carrying trade. They say that on the Pennsylvania public works, Dry Goods are carried from Philadelphia to Pittsburgh, for about $1 37 per hundred pounds.—Now we state as a fact, that the average of last season was about one half this sum.

Groceries, they say, 75 cents per hundred lbs. The average of last season was a little over one half this sum.

Again the report goes into an estimate of the cost of sending goods from Philadelphia to Pittsburgh by way of Baltimore and Cumberland, stating the price at 55 cents per 100 lbs. Now the minority of the committee has before them the card of a Brownsville Commission House, showing that precisely double this sum, to wit: $1 10 cents is the actual cost of transportation by that route. These evident mistakes can only be explained by a want of correct information on the part of the majority of that committee.

Again: Of the same character is the statement that Western produce, such as bacon, flour, tobacco, &c. are all prepared for the Eastern market by the middle of January. Now this is, at least three-fourths of it, incorrect. Nearly all the Western produce prepared for market before the middle of February, is consigned to the Eastern cities by way of New Orleans, and our canal is never benefitted by it. Our canal is said to open on the 20th of March—it so happens that it was opened on the 10th of March this year. The "most mature deliberation" of the committee has entirely reversed all experience of mankind in regard to the comparative cheapness of canal and railroad transportation. The minority are not disposed to doubt that even this position may be sustained by the assumption of incorrect data. The only instance quoted to give color to the assumption is the Reading railroad—a descending grade from the coal mines to the market, and that too forced and sustained by an effort to break down a rival improvement. Yet this is assumed as a basis of comparison with this Baltimore road, which would have to cross the Allegheny mountains by an ascending grade of 84 feet to the mile.

The majority of the committee appears to be alarmed by the idea of a soulless foreign corporation coming within our state. The minority have yet to learn that a company, owing its existence to our legislation—amenable to our own laws—punishable for any violation of its chartered rights in our own courts—extending one hundred and fifty miles in Pennsylvania—ninety-seven in Maryland, and ninety-one in Virginia, is peculiarly liable to be called a *foreign corporation*. We have never understood, that even those of our fellow citizens most hostile to incorporations for business and banking purposes, had any objections to corporations for purposes of internal improvement. These public works can alone be constructed by the state, or by corporations. The state will not, we presume, for many years to come, again undertake the construction of any public works, as the amount of her state debt will preclude this. If then, the action of the majority of the committee be sustained, that corporations for these purposes are dangerous, we cannot in Pennsylvania for the next fifty years see any public improvements undertaken. The application to grant this charter comes from our own citizens, many of them, if it enters your bounds, will be stockholders in the same—they will be its officers—its agents—its managers. It will probably be soulless—but then it will be sinless, unless urged on by these agents—your own citizens, amenable to your own laws. Then why this alarm of a soulless foreign corporation! The argument is a very poor compliment to the intelligence of the members of this House, and supposes that they, in the discharge of their public duties, can be influenced by such considerations.

The minority of the committee are unwilling to take up the time of the House in answering the five pages of specific objections to the several sections of this bill. Most of these objections are captious, and all the sections of the bill are susceptible of amendment, if the House sees proper to amend. In lieu of answering these, the minority of your committee offer, as a part of their report, the annexed memorial of one hundred and thirty business men, many of whom are engaged in transportation on the Pennsylvania canal and the western rivers. These men are familiar with the practical bearings of this question, and some have their all engaged in this trade and they can speak for themselves.

The minority of your committee therefore, believe that the Baltimore and Ohio railroad will shortly be extended to the Ohio river, *through Pennsylvania or around it*. Under these circumstances, they think no intelligent Pennsylvanian can doubt, but that in its worst aspect, the Pittsburgh terminus is *a choice of evils*. That to permit the road to go to Wheeling or Parkersburg would inflict lasting ruin on the city of Pittsburgh, on the business of Western Pennsylvania, and on the public works constructed by the State.

They therefore recommend the passage of the bill from the Senate, which they believe to be sufficiently guarded to protect the interests of our own State.

JAMES D. DUNLAP,
HENRY M'BRIDE,
ALEX'R POWER,
JOHN RIDDLE.

PITTSBURGH—APRIL 9, 1845.

☞Hon. JACOB THOMPSON, a Representative in the last Congress, has been appointed by the Governor of Mississippi to fill the vacancy caused by the resignation of Mr. WALKER, now Secretary of the Treasury.

Another new Invention—A new Fence.

The era of improvement, among an enterprising people, is without end. No point can be arrived at when improvement cannot be made, and frequently one invention only gives rise to others of the same class, each one better than the last. Reform in the arts and sciences, in mechanics, and in the facilities for lightening labor, only cease when a people become enervated, proud, ignorant and indolent, like the present Spanish race, who plough and reap and manufacture with the same ill-formed and unhandy implements which their fathers used before them. What, is all this homily about a *fence*, says one? Why not. Is an improvement in fencing of not as much importance as one in the manufacture of iron, or cotton, or glass? Although it may not display so much ingenuity, and so high a degree of mechanical skill, yet its effects will be as wide-spread, and its influences probably more beneficial. A handsome and cheap and durable fence, is, in this country where fences are so much used, a desideratum. To come to the invention.

It is an improvement on the old "Virginia worm fence," and is one of which our farmers will be glad to hear, being cheap and portable. It is patented of course, and is manufactured by steam from oak. The *modus operandi*, as near as we can get at it from verbal description, is this:—the logs are sawed into pieces of suitable size for the diameter of the rails, which are twelve feet long. A boy then takes one of them and stuffs the end into a machine, which after getting hold feeds itself. The stick is turned by the process and comes out at the other end round and smooth—much as a board runs through a planing machine, only in this case the timber is turned instead of being planed. The rail is then bored through both ends by machinery, and the fence is put together exactly like a Butt hinge, and it works in the same way. It can be put up straight or after the worm fashion. Any length required can be furnished much cheaper than the common fence can be made for, to say nothing of the looks, convenience in moving, altering, &c. It will last, it is believed, for 20 years. The patentee looks, however, to doing a great business for farmers on the great western prairies. It is intended to erect a manufactory near this city. Specimens will shortly be received by the agent, and then all the particulars will be made known.

FROM HARRISBURGH.

Correspondence of the Pittsburgh Gazette.

HARRISBURGH, April 5, 1845.

DEAR SIR:—The committee on Retrenchment and Reform reported this morning a list of defaulters for fifteen years past. The sums due present an aggregate of $312,309 85, upon $134,246 15 of which suits have been brought—the remaining $178, 63 70 is either totally lost, from the insolvency of the defaulter and sureties, or the money being in possession of political favorites, with whom it will be suffered to remain. The report does not contain the sums collected by lawyers and never paid over to the Treasury, not a small item. I assure you, nor the defalcation of Wm. J. B. Andrews, lately deceased.

On motion of Mr. McCaslin, bill 614, House File, "to increase the Revenues and diminish the Legislative expenses," was taken up on second reading. The principle amendments consist in a tax of $250 upon every bill to erect a new county, the striking out of all tax upon the mere "alteration" of a charter, and a proviso that those interested in private bills shall procure the printing of the same.

At adjournment the sixth section, which imposes a tax upon State stocks, was under consideration. The tax of $100 on divorce bills "in cases where the courts have power to grant the same," to which I alluded as unconstitutional some time since, was in the bill when reported from committee, but was struck out by one of the members before it was printed.

Messrs. Cooper, Bayard and Hazlehurst opposed the tax upon State stocks, Mr. Hollinshead appears favorable to it, all of whom are fine speakers; we anticipate considerable debate upon the subject,—I fear its influence on our credit abroad, should the measure succeed, will be disastrous in the extreme.

In Senate, the bill to abolish the Mayor's Court of Lancaster passed final reading, notwithstanding the opposition of Mr. Champney, who misrepresents that sterling Antimasonic county. The bill erecting the new county of Sullivan coming up on final passage was, on motion of Mr. Hill, postponed indefinitely, by a vote of 13 to 12.

The bill extending the Charter of the Carlisle Bank passed finally, 17 to 4.

The Senate has, by rule, prescribed *five minutes* as the length of a speech during the remainder of the Session, and allow a member to speak but once upon any subject.

Mr. Magehan, the talented member from Cambria, after being confined to his room for nearly a month, is again in his seat in the House, although far from recovered from his late illness.

Judge Pettit of the Philadelphia District Court, whose nomination was confirmed but a few days since, has resigned.

Rhode Island.

We have returns from all but two towns of this State, indicating the following result:

Charles Jackson, Whig and Law and Order, but in favor of the unconditional liberation of Dorr, is chosen Governor by about 150 majority over James Fenner, the Democratic Law and Order incumbent, who is opposed to the liberation of Dorr. Jackson's clear majority will be a little less than 100 votes.

Lieut. Gov. Diman, and probably all the rest of the regular Law and Order State ticket, are reelected over the candidates supported by those in favor of liberating Dorr by about 500 majority.

Hon. Henry Y. Cranston, Whig Law and Order, has been re-elected to Congress from the Eastern District without opposition. He has over 5,000 votes to about 100 scattering.

Ex-Gov. Lemuel H. Arnold, independent Whig, has run out Hon. E. R. Porter, original Democrat and regular Law and Order candidate, by 6 or 700 majority.

The Legislature is strongly Law and Order and Whig. To the Senate 18 Law and Order, 8 Dorr men are returned elected. Five more to come in, about divided.

To the House, 39 Law and Order, 23 Dorrites are returned; 2 no choice in South Kingstown, where seperate Whig, Law and Order and Dorr tickets were run, and no choice: (Law and Order 186; Whig 106; Dorr 171.) We believe there are 8 to come in, of whom at least half will be Law and Order. The Legislature is therefore nearly two to one Law and Order.—*N. Y. Tribune.*

LAKE SUPERIOR COPPER.—The valuable Lake Superior minerals will begin to yield their rich tribute the present season, and the prediction is ventured that ere long the Copper of the world will be mainly supplied from the mineral regions washed by the Father of Lakes. We learn from Mr. Mendenhall, the enterprising pioneer in Lake Superior explorations, that permission has been obtained to transport 1000 tons of mineral to Boston for smelting, and so rich is the ore that it commands $200 per ton at the works in that city. Mr. M. is on his way to Copper Harbor, to continue explorations and surveys.

At present the Algonquin, taken from this port and at great labor and expense conveyed around the Sault St. Marie and launched upon Lake Superior several years ago by the Cleveland Company of which Mr. M. was the master spirit, is now the only American vessel afloat on that Lake. Additional shipping will be put upon the Lake this season, the schr. Swallow having already left this port for Lake Superior. The small schr. Chippewa is also designed for that Lake, and a fine craft is building at Detroit for the same destination. The report that the propeller Vandalia would be taken round the Sault is incorrect.—*Cleveland Herald.*

RAILROAD PROJECTS IN CANADA.—Our neighbors across the Lake are taking active steps to connect the Detroit and Niagara rivers by a railroad. The route is quite feasible for the construction of the road, and they have obtained charters for two routes, one of which will probably be adopted. Both commence at Sandwich, opposite Detroit One it is proposed to run along the Lake shore and end at Fort Erie, opposite Buffalo. Distance 226 miles, a 12 hours'run. Once constructed, the iron horse would bring Detroit within about 60 hours distance of Boston! The other route, commencing at Sandwich, bears farther North and strikes the Niagara river at Queenstown. The route is considerable longer than the first named.

THE MEXICAN INDEMNITY.—It has been stated in various quarters, that Figueros, Santa Anna's Secretary, was a partner of Hargous & Co., at Vera Cruz, and Voss & Co. of New York; and while he paid the last American instalment of $375,000 with one hand, with the other he wrote the receipt as United States agent, and then absquatulated with the money. It is stated, by authority in New Orleans papers, that Figueros is not a member of either of the firms alluded to, and that he resigned his office before the Revolution, and never thought of absquatulation. It is further said, that the new Mexican Government will soon pay the indemnity.

☞The Erie Extension Canal will be opened for navigation on the 15th inst. This will be simultaneous with the opening of the New York Canal. The Board of Directors, Engineers and Superintendents are exerting every nerve to place the line in such a state of permanent finish as to prevent any delay to navigation by breaks or otherwise.

ALLEGANIA.—At a recent meeting of the New York Historical Society, Mr. Dudley Field read a very interesting report, in which the committee recommended the adoption of the name proposed for the confederacy by Washington Irving, several years ago, of "Allegania." It was ordered to be printed, and made the special order for the next monthly meeting.

ADDRESS FROM MR. ADAMS.—The Intelligencer of Thursday contains a "Speech intended to have been made in Committee of the whole House on the state of the Union" in Congress, on a bill to "indemnify the owners of the Spanish schooner Amistad." The bill was reported by the Committee on Foreign Affairs, which, Mr. Adams states, consisted of *five* from the Slave States, and *four* including the Chairman, C. J. Ingersoll, who always acts with the South, from the free States. The bill appropriates $70,000 of the people's money to pay two Cuba slave-holders for alledged losses; but, when the Chairman of the Committee proposed action, it was resisted by Mr. Giddings, and, to the close of the last Congress, it was never taken up, but continued to "pollute the calendar" to the day of final adjournment. The speech of Mr. Adams, now published and addressed to his constituents, would have been delivered in opposition to that appropriation, had it been fairly brought before the House for discussion. Like all Mr. Adams's speeches, it is full of facts relating to the Amistad case, contains abundance of strong logic, and is caustic enough to blister the skin of those who advocated the appropriation.—*N. Y. Express.*

GENERAL ALMONTE.—General Almonte and family sailed 3d inst., in the Anahuac, for Mexico. On announcing the departure from this port of His Excellency General Almonte, late Minister from Mexico to our Government at Washington, we feel bound and have great pleasure in recording the fact that, during the sojourn of this gentleman in the United States, we have heard but one opinion regarding him, and that has been of a character, in the highest degree and in all respects honorable to him.—*N. Y. Express.*

OBSERVANCE OF THE SABBATH.—We copy from the Boston Journal the following letter from Daniel Webster, in reply to one announcing that he had been elected an honorary member of the Baltimore Sabbath Association. It is a favorable testimony to the Sabbath, from a source entitled to high consideration:—

WASHINGTON, March 3, 1845.

DEAR SIR:—I feel greatly honored by your communication, which I received on my return to this city from the North, on Saturday; and I am sincerely obliged to my friend, Mr. Williams, for causing me to be made a member of the Baltimore Sabbath Association.

The longer I live the more highly do I estimate the importance of a proper observance of the Christian Sabbath, and the more grateful do I feel towards those who take pains to impress a sense of its importance on the community.—The Lord's day is the day on which the Gospel is preached; it is the day of public worship throughout the Christian world. And, although we live in a reading age, and in a reading community, yet the preaching of the Gospel is the form in which human agency has been and still is most efficaciously employed for the spiritual improvement of men. That the poor had the Gospel preached to them was an evidence of his mission which the Author of Christianity himself proclaimed. And to the public worship of the Deity, and the preaching of the Gospel, the observance of the Sabbath is obviously essential.

I am, dear sir, with much regard,
Your obedient servant,
(Signed) DANIEL WEBSTER.
CHARLES W. RIDGELY.

Among the various means of attaining sudden wealth in this country, the discovery of a popular '*patent*' medicine has often proved singularly successful. A letter from New York, published in the Charleston Courier, cites various examples in point:

BRANDRETH, with his pills, has risen from a poor man to be a man of extensive fortune. He has now at Sing Sing a three story factory for grinding his medicines. Aloes are carted into it by the ton, and whole cargoes of the pills are despatched to every part of the Union, and down every body's throat. He has expended *thirty five thousand dollars* in a single year for advertising. COMSTOCK began with nothing, but by crowding his patent medicines, has been able to purchase one of the first houses in Union Place, and gives magnificent soirees, suppers, &c. MOFFAT, adding bitters to pills, has run up a handsome fortune of nearly $300,000. SHERMAN, taking the lozenge line, has emerged from his little shop in Nassau street, into a buyer of lots and houses by the wholesale. I need not mention SWAIM, of Philadelphia, who, by pouring his panacea into people's stomachs, can afford to buy a single pearl head-band for his daughter worth $20,000—to prove that we are a pill-eating and bitter drinking people. Your literary man will starve in his garret, while your pill maker will emerge from his garret into a palace.

THE SAN PEDRO EXPEDITION.—We understand that letters have been received in this city by a recent arrival, from Messrs Howell and others, engaged in the second San Pedro Expedition, as it is called, who went out for the purpose of raising the Spanish ship of war San Pedro, which was sunk many years ago in forty feet water, on the Coast of the Spanish Main. She had in her something like $2,000,000, besides brass cannon and other valuable articles.

The letters state that the Expedition have been successful in finding the vessel. She was descended to by one of them in a diving bell, constructed for the purpose, and $3 in specie, besides several brass cannon, brought up. One of the dollars was found embeded in the timber of the San Pedro some inches deep, supposed to have been placed there by the explosion of the magazine, which caused the vessel to sink. Most sanguine hopes were entertained by those engaged in the attempt to obtain the vessel's treasures that they would succeed finally in accomplishing their object to the satisfaction of the stockholders. Most of the treasures are said to be in bullion.

In consequence of this favorable intelligence, the San Pedro stock has materially advanced. One of the holders informed us yesterday morning that he had refused $1000 for a share which originally cost one hundred dollars.—*Baltimore Patriot.*

A ROMANCE OF THE SEA.

The Sandwich Island paper gives the particulars of the loss of the whale ship Holder Borden, of Fall river. She struck on a reef off a small island in lat. 26 01 N., lon. 174 51 W. The crew landed on the island, which was found to be triangular in form, about three miles in circumference, elevated about 40 feet above the sea, being highest on the N. W. part. In digging about five feet, tolerable good water was found. No trees were found upon it, nor was there any trace of human footsteps. It was covered with a species of coarse sea grass, a few flowering vines, and inhabited by multitudes of sea fowl, hair seals and green turtle. The crew of the whale ship numbered 37, representing seven different nations—12 of them were Americans. Six days after landing, they commenced building a small schooner, which was completed in four months and twenty two days. The heat was often intense. At one time the mercury rose to 105, but usually ranged from 92 to 98. The mornings and evenings were cool.

The schooner built from the wreck of the Holder Borden, and named "Hope," was launched on the 20th of September, and sailed for the Sandwich Islands, on the following 14th, commanded by Capt. Pell. He arrived safely, after a passage of 23 days, accompanied by twenty-five of his crew, eleven having remained upon the Island. Forty barrels of oil and a cable were brought in the schooner. The schooner was sold at public auction for $1400, and other property to the amount of $1500, for the benefit of underwriters and owners. From the price which the schooner brought it may be inferred that she was a craft that speaks a good word for the carpenter and others engaged in her construction. She is well built and copper fastened. Her masts thought to be too short, but her model pronounced good.

Captain Pell left the Sandwich Islands October 19th, commanding the American brig Delaware which vessel he had purchased to remove the oil and whatever is valuable to the United States. The Delaware was bought for $6,500. Unless something disastrous attends the shipping of the oil, &c., from the Island, Captain Pell expected to return in six weeks to the islands, on his way to the United States.

The Holder Borden, was 442 tons, about three years old, and had made one voyage as a merchant ship to England, before sailing as a whaler. She was built in honor of Mr Holder Borden, an extensive manufacturer in Fall River, Mass.; who left his property mostly to three sisters, whose husbands were the builders and principal owners of this ship. She sailed on her first and only whaling voyage November 10th, 1842, touched at Valparaiso in March following. At the time of sailing, ship and cargo were valued at $65,000.

The Ranger's Adventure.

A correspondent of the Knickerbocker, after describing a visit to the residence of a very old gentleman, Dr. Blank, in the Western part of Massachusetts, relates the following details of an adventure, during the old French war:

"At nineteen years of age, he joined the army of the provinces, that in 1775 essayed to take Crown Point from the French. He marched to the lakes with Colonel Ephraim Williams, than whom a more gallant man never breathed the air of New England. The doctor fought under his command at Lake George, on the memorable eighth of September; saw, or imagined he saw, the fall of his brave leader; and is quite sure that he put a bullet into the French officer, Mons. St. Pierre. The next year he joined Rogers company of Rangers, and was stationed with a party of them at Fort Ann, not far from where Whitehall now stands. But at that day it was a 'dark and bloody ground;' a frontier station in the forests, which were filled with rival savages attached to France or England.

One day, in mid-winter, eight rangers, with a serjeant, were ordered out on some service; the doctor did not know what, but probably to seize some straggling Frenchman about Ticonderoga or Crown Point, and bring him to the fort, for the sake of obtaining intelligence. He was himself of the party. A narrow road, or rather path, led northward toward Canada, and they followed it for several hours. There had just been a heavy fall of snow; all the pines and hemlocks of the forest were loaded thick with it; and as the afternoon was still and clear, only occasional flakes or light masses dropped from the burdened boughs like feathers. These circumstances were stamped on the old man's mind, seeming like a constantly recurring dream. The rangers waded in Indian file through the snow, and as danger was apprehended, a man was placed some rods in advance, one on each flank, and another behind. This last was the doctor himself, "and this was the gun I carried," said he, taking a short heavy piece from a corner. They saw no signs of the enemy: there was no sound but the note of the little "chick-a-dee-dee," so familiar to the pine woods in winter.

At length they descended into a hollow: the frozen sheet of Lake George lay not far on to the left, and a steep hill on the right. The ground, a short distance before them, was quite low and swampy, and a little brook had spread itself out on the path, making a frozen space, free from trees, across which their advanced man was now slowly tramping, crushing his boots into the ice and water at every step. He paused suddenly, turned sharply round, and gave the low whistle appointed as the signal of alarm. He had seen the tracks of many mocasined feet in the fresh snow beyond. There was not time to think; the loud report of a gun broke the stillness. The ranger gave a shrill scream, leaped four feet into the air and fell flat. Instantly the Indian yell burst from the woods on our left and front, followed by the stunning rattle of more than fifty guns, and not a man of the rangers but one ever moved alive from the spot where he stood transfixed with surprise at the sudden death of his comrades.

This man was our hero, whose position, far behind the rest, saved him. He remembered the panic felt at the fierce burst of yells and musketry, and the sudden rush of the savage swarm from their ambush, upon his fallen comrades; and, in the next instant, that his memory could recal, he was flying back toward the fort. He heard sharp sudden yelps behind him, and glancing back, saw two Indians bounding on his track. He ran a mile, he should think, without turning or hearing a single sound; then turning his head, saw an Indian leaping silent as a spectre, within a few rods of him. With admirable coolness, he turned quickly round, and raising his gun with a steady hand, fired with such good effect that the Abenaki pitched forward to the ground, and his shaven head ploughed up the snow for yards, by the impulse of his headlong pursuit. The young soldier turned and fled again, and as he did so he heard the report of the other Indian's gun, followed by the loud humming of the ball. So alert and attentive were his faculties, that he observed where the bullet struck upon a loaded bough in front of him scattering the glittering particles of snow.

The path now led downward with a steep descent; at the bottom an ancient pine tree had fallen across it, whose sharp broken branches rose up perpendicularly from the prostrate trunk four or five feet from the ground, blocking up the way, like a bristling chevaux-de-frise. The rangers had previously turned aside into the woods to avoid it. There was no time to do so now. The doctor's limbs were small and light, but active as a deer's, and the Indian's tomahawk was close behind. Without hesitating, he ran down and sprang into the air. His foot caught, so that he fell on the other side; but he snatched up his gun and ran again. In a moment, he heard a wild and horrid cry, and turning as he ran up the opposite hill, he saw a sight that has murdered his sleep for many a night. The daring savage had leaped like him, but had not succeeded so well; he had tripped, and one of the broken branches had caught and impaled him on its upright point, passing upward into the cavity of his chest! He saw the starting eye-balls, and the painted features hideously distorted, and paused to see no more.

About sunset the sentinels of Fort Ann saw him emerging from the woods, running as if the Indians were still behind him. A strong party sent out next morning found the bodies of the rangers stripped, and frozen in the various positions in which they died, so that they appeared like marble statues. On a tree close by, the French officer who commanded the Abenakis had fastened a piece of birch bark, inscribed with an insolent and triumphant message to the English. The bodies of the two Indians had been removed, although the white snow around the old pine tree retained ineffaceable marks of the tragedy that had been enacted there, and was beaten hard by the mocasins of a crowd of savages who had gathered about that place.

This taste of war was enough for the doctor's martial zeal. He did not take the field again till twenty years afterward, when he came to Washington's camp at Cambridge, armed with probe and balsam, instead of a musket and powder."

JAMES WARDROP & CO.,
NURSERYMEN AND FLORISTS,
Manchester,

OFFER for sale an extensive assortment of Ornamental Plants, Shrubbs, Evergreens, Vines, Climbing Roses, &c. & A few Plants of the new YELLOW ROSES viz:—CLOTH OF GOLD, SOLFATARE and OPHIRE.

1,000 NEW JERSEY PEACH TREES, a 25 best sorts, in excellent order for planting. All orders left with Bakewell, Pears & Co., or at their stand in the Diamond Market, or otherwise, will be executed with fidelity and despatch. ap4 d&w3t

PUBLIC SALE.

A FARM FOR SALE, NEAR NEW CASTLE, MERCER COUNTY, PA.

WILL be sold on the 20th of April, 1845, 160 Acres, more or less, of a fine tract of Land, 1½ miles north of New Castle, on the Mercer road. The said tract of land has about 40 acres of cleared land—the balance is timber land. It adjoins land north by Mrs. Falls; west by Falls and Mitchell; south by formerly J. B. Pearson, east by Mr. Hawthorn Those wishing to see the land can do so by calling on Joseph Pile, Jr., living near the farm, who will give all necessary information concerning the terms, &c. or to

S. S. RICHARDSON, Baltimore.

N. B Sale to commence at 1 o'clock, P. M., at New Castle. Title indisputable.

[mar28-w3t—New Castle Gaz. $1]

THE FARMER'S DEPOSIT BANK

Will pay interest on deposits from this date.

DEPOSITS can be made on any day and for any length of time. The rate of interest paid will be according to the time for which the money shall be deposited.

Deposits may be withdrawn at any time without previous notice, by the depositor losing the interest that shall have accrued.

Deposits subject to check will not draw interest. Banking hours from 9 A. M. to 3 P. M. mar21-w3m

EXECUTOR'S NOTICE.

NOTICE is hereby given to all persons indebted to the Estate of Jonathan Waycoff, late of Elizabeth township, to make payment to the undersigned without delay. And those having claims against said estate will please present them properly authenticated.

ISAAC WAYCOFF, Acting Executor.
m7-w6t Elizabeth, Pa.

PITTSBURGH GAZETTE.

PITTSBURGH—APRIL 10, 1845.

☞ It is a matter of considerable importance to us to have all our accounts settled up to the first of April, the commencement of our new arrangement. Our Clerk will wait upon our city customers during this and the following weeks, for the purpose of closing and collecting outstanding accounts. We bespeak for him prompt attention.

Our country customers will confer an obligation by settling up their accounts to the first of April, as soon as possible. Many of these accounts have been standing for years, and must now be settled. We shall shortly cut off all those who owe us for more than a year, and send their accounts for collection. *Advance* payments are best for us and our subscribers, and we intend to bring all our subscriptions into that form as soon as may be. To encourage the settlement of accounts of one, two, three and four years standing, we will accept of *two dollars* per annum, if paid by the first of June. If not paid, we will then charge three dollars according to our terms.

To all our patrons who by their promptness, and their advance payments, have sustained us hitherto, we tender our thanks.

☞ A large Saw Mill is about to be built between the Island opposite the Arsenal and Lawrenceville, by Mr. J. McCullough.

Four vessels arrived at New Bedford on Tuesday last, with 10,720 bbls of sperm and whale oil.

LATER FROM TEXAS.

New Orleans papers have Galveston dates to the 25th of March. The Picayune says "The news is important, mainly on account of its being the first received from Texas since the intelligence of the passage of the Annexation resolutions reached our neighbors across the Sabine. As yet we have only heard of the manner in which the information was received by the people of Galveston and Houston. The intelligence of the consummation of the act by the American Government reached the former city on the 18th ult by the New York. Immediately upon the fact being known, the vessels in the harbor displayed the Star Spangled Banner and Lone Star in unison from their masts; one hundred guns were fired in honor of the event, and an illumination of the city was agreed upon with the greatest unanimity. A public meeting was convened, at which Gen. Memucan Hunt presided. A preamble and resolutions, expressive of the joy of the people, at the prospect of becoming once more citizens of the United States, were drawn up and passed without dissent from any person present. The meeting was of the largest and most enthusiastic description."

The Houston Star says "that when the news of the passage of the Annexation resolutions reached that city, it was hailed with a burst of enthusiasm by the citizens that has never been exceeded. The news of the victorious battle of San Jacinto, scarcely excited such general and enthusiastic rejoicing. The sound of the drum and other musical instruments, the roar of cannon, the loud shouts of the multitude, resounding long after midnight, indicated the ardent longing of the people to return once more under the glorious Ægis of the American Union.

Amid the sounds of joy, there are heard the mutterings of discontent—not so loud, but sufficiently distinct to lead us to infer that there will be considerable oppositon to the measure."

The Star remarks:

"The resolutions will doubtless receive the cordial approbation of the citizens of Texas. They admit Texas into the Union as a State, and allow her people the privileges of American citizens. We can in justice ask no more. Our Government will doubtless promptly adopt such measures as may be necessary to consummate this great measure. The people, almost with one voice, call aloud for prompt and decisive action, ane we are confident that the Executive will not be found wanting at this crisis. No mortal power can resist the decree that has gone forth. Texas returns like the lost Joseph to the parental bosom. May the Union be perpetual.—Let us humbly hope that the All-Wise Being who has thus far directed the Lone Star of our country through the murky clouds of war, has in mercy determined that it shall henceforth become the bright and glorious emblem of unceasing peace."

On the other hand, the Texas Register and other papers seem vehemently opposed to annexation, and from what we can gather, though probabilities are in favor of the consummation of the measure, it will not be accomplished without a severe struggle.

The Civilian, in the following remarks, does not evince a disposition at all favorable, either to Col. Benton's or to Mr. Brown's plan, although of any thing, the former appears to be regarded as the most endurable.

If, as seems to be fated, Texas is to become a part of the United States, and the modes involved in these resolutions present the only means of effecting the measure, we think Mr. Benton's part of the resolutions, exceptionable as we regard his plan, offers terms neither so revolting to the pride, nor repugnant to the interests of Texas, as are contained in the original resolutions, of the House.

Under Mr. Brown's plan, Texas has no voice except a simple assent. The United States impose conditions, and we accept them, not even venturing to look the gift horse in the mouth.—They take, without reward or compensation, all our public property and improvements, naval and military implements and ammunitions of every kind, in the acquisition of which our public debt has been created, as well as our import duties, the only means we have ever found thus far for the support of Government, and leave us to pay the reckoning—only giving Texas "the lands lying within its limits," while the right to determine those limits is reserved to the United States.

By Mr. Benton's proposition, there is some prospect of an equivalent of some sort, for what we give, in something to be received. Texas is at least to be consulted as to "the terms and conditions of such admission," and is put upon a footing at least as respectable as that of the various Indian tribes, with whom the United States are in the habit of treating.

The Houston Telegraph, alluding to the impression abroad that President Jones is opposed to annexation, says: "We have information on which we can rely, that he is a warm friend of annexation, and disposed to make any honorable sacrifice to obtain it."

A correspondent of the Galveston News, writing from Corpus Christi, under date of March 14th, gives a rumor that had reached that place to the effect that Santa Anna had escaped from prison and had left the country.

The Houston Telegraph mentions the appointment by President Jones of the Hon. D S. Kaufman, late Senator from Sabine, Shelby and Harrison, as Charge d'Affairs to the United States. He is said to be an ardent friend to annexation.

At a meeting of the citizens of Galveston, President Jones was requested by special resolution to call an extra session of Congress, for the purpose of ascertaining the will of the people in respect to annexation.

The citizens of Milam and Montgomery counties have evinced a spirit of insubordination in the way of resisting the tax collector.

President Jones has vetoed the act of Congress reducing the duties on imported goods.

The Galveston News says that Gen. Arista has sent despatches to the Texan Government by way of Corpus Christi. The purport of these despatches is said to be an invitation to the Texan Government to join the Mexican General in an expedition against the Camanche Indians, that have become the pest of the Rio Grande settlements.

The Picayune adds the following:—"Just before the New York left Galveston, a British man-of-war entered that port, bearing despatches to Capt. Elliott, British Envoy, from his Government. It was said that this vessel had a vast amount of money on board, and that the despatches contained instructions to Captain Elliott to offer to guaranty the national independence of Texas, provided the annexation resolutions are rejected. It was further reported that the French Government had also offered the same guaranty on the same conditions. Private advices assure us that when these proposition were made known in Galveston, the people snapped their fingers, saying "the foreigners were too late." Captain Elliott set out for the capital immediately after receiving his despatches—M. Saligny, the French Charge, was already there."

The $50,000 new stock, in the James Steam Mill, was sold at Boston, yesterday, at the regular stock sale, for 3⅝ per cent advance, and was taken in one lot. We understand the purchasers were Messrs. Thomas H. Perkins, T. W. Ward, Ignatius Sargent, and Francis Skinner, men well versed in the value of manufacturing stocks, and considered among the shrewdest capitalists in the city.—*Newburyport Herald.*

Gen. *James*, of Newburyport, who built the above mentioned Factory, has taken the contract for building and putting up the machinery in the new Cotton Factory of Messrs. Kennedy & Childs of this city. Gen. James, it is said, is one of the best, if not the very best manufacturer of cotton machinery in New England. The Factory of Messrs. Kennedy & Childs is to run 10,000 spindles, and 240 looms. It will go into operation in October next.

A boy named Adams, in Webster, Mass., on Tuesday last, accidentally shot his sister in the head, killing her instantly. The girl was about fifteen years old.

For the Pittsburgh Gazette.

DROWNED.—Edward Humbert, a native of Switzerland, aged about 30 years, fell from the Steamboat Brunette, on the 6th inst., about 9 miles below this city, and was drowned. A note from the Clerk of the boat states, "he was walking round the after-guard, and took hold of a line that was coiled up, to steady himself by, and putting too much confidence in the line, he overbalanced and fell in—he probably thought the line was fast. None of the officers knew it until at the foot of the bar, (Deadman bar) about ¾ of a mile. The passengers saw him sink the last time, and not rise—so we did not stop to look for him, as we thought there was no hopes of finding him(!) We met the Steamboat Michigan a little above the foot of the bar—if he should be fortunate to get out she would likely pick him up." Ah! how little is human life cared for on some of our boats. If the poor fellow had been a brother of one of the officers, would he have been left to sink in a watery grave, without an effort made to rescue him?

Deceased was a watch-maker, and a workman of the first order; he had been for several months past, and until the day he left, in the employ of W. W. Wilson of this city. He had formerly been in the habit of occasionally drinking liquor—but had for some time previous commenced a reform and continued successful until his death.—His employer has pleasure in saying that he was an industrious, moral, and upright man when sober. He was very intelligent, and keenly sensitive. It was under the sting of ungenerous reproach, cast upon him by some of his fellow boarders for a slight breach of trust committed formerly, while under the influence of liquor, that led him suddenly to leave the city. How often is the poor reformed thus crushed, by his fellows, who should kindly encourage and assist him to rise rather than put their feet upon the neck of his renovated ambition, and pour fresh darts of reproach upon his wounded spirit.

Mr. Humbert has a relative in or near St. Louis—the papers of that city are requested to notice his death. ***

LATER FROM ENGLAND.

One day later news from England is published in the New York Herald, to Liverpool, March 8th. The news is not important.

In addition to the comet recently seen at Berlin, Paris, and London, M. Colla, the astronomer of Parma, announces that he has discovered another; and in the log of Captain Hilaire Gautiere, who has arrived lately at Marseilles, a third is mentioned. The latter is said to be placed between the two stars No. 11 of Eridanus and 16 of the Atlas of Harding. This comet disappeared at the moment when Captain Gautier approached the equator.

A Russian Journal gives the details of a volcanic eruption which took place as long ago as June the 11th of last year, not far from Schemakha, situated in the Black Sea. About six in the morning, the volcano all at once sent forth, with a great noise, a quantity of burning matter, impregnated with naptha. The eruption lasted three quarters of an hour, and not less than four openings in the mountain. From one of them a quantity of muddy water was seen to issue, and below it was a spring of clear water, of a brackish taste, which at present continues to flow down to the plain. The craters are now no longer visible, but in their place are seen two little hills of a conical form.

Liverpool Cotton Market, March 7.—The business done in cotton this week is large—that on speculation remarkably so. We quote American and Surat descriptions ⅛ per lb. and Brazil and Egyptian ¼ per lb dearer. There is a little more choice of Sea Islands, but prices are without change. The sales to-day are estimated at 8000 bales, 2000 of them American, on speculation, yet the market closes tamely. 24,600 American, 1,100 Brazil, 450 Egyptian, and 6,850 Surat have been taken on speculation, and for exportation 350 American and 1,550 Surat and Madras.

The prices declared by the committee of Brokers this week for fair Cotton were—Bowed 4⅜d, Mobile 4¾, Orleans 5d.

Liverpool Corn Market, March 7.—Notwithstanding we had but a slender attendance of buyers at this day's market, Irish new wheat continued to command some attention, and sales upon a moderate scale were effected at an amendment of 1d per 70 lb. over our last quotations; whilst English or Foreign excited very little notice, and merely sustained their previous value. Flour, although not in lively demand, was held with rather increased firmness and maintained late prices. Barley, which met some inquiry for malting, but little for grinding purposes, remained unaltered in value.

Barbadoes.—By the arrival of the H. G. King at Georgetown, S. C., on the 31st ult., we have our papers and advices to the 8th March inclusive, from Bridgeton. We notice in them that the Governor, the Hon. Edward Gray, offers a reward, in connexion with the local authorities of Bridgeton, of nearly $1000 for the apprehension of the incendiaries who have on several occasions endeavored to set fire to the town of Bridgeton, since the late destructive fire of the 3d and 4th of February. These incendiary efforts have been made to such an extent as to cause general alarm. Speaking of the sugar crop of that island, the editor of the "Standard" states that a highly gratifying proof of the progress of the present year's sugar crop, the activity of the planter in getting it to town, and the despatch which has been given to the home merchant vessels, may be gathered from the fact, that over 5000 hhds., besides several hundred tierces and barrels have been shipped, down to yesterday. The French colony of Martinique has, by its vote of 20,000 francs, shown its sympathy for the distressed inhabitants of Bridgeton, burnt out by the late fire. The report of the Agricultural Society of St. Phillip's, is highly satisfactory as regards the sugar cane. The rest of the districts, owing to the drought, are not so well off, according to present appearance.

Flight of Pigeons.—For several days past the heavens have been partially darkened by the passage of immense flocks of pigeons from the north-east to the south-west. Sportsmen have had fine times, although pigeons are not deemed the very best eating in spring time.—*Rochester Democrat.*

Discovery of Lithographic Stone in Canada.—Mr. Logan, the geologist, at present employed in a geological survey in Canada, has made a discovery, says the Montreal Gazette, which promises to be of great importance. He has found, near Lake Simcoe, great beds of Lithographic stone—namely, that used in the lithographic art, for taking the drawings, and producing the impressions on paper. So large is this bed, that Mr. Logan has explored it for sixty or seventy miles! Hitherto, Germany has been the sole source from which the world has been supplied with this valuable article, and the supply there is limited and distant from any port of shipment. Specimens which were sent to London, have been pronounced by competent judges, to be of the finest quality.—*Boston Atlas.*

Dr Chalmers.—Dr Chalmers resides at a little distance from the city. The doctor's personal appearance is rather different from what I had imagined. Instead of that thin, spiritual looking figure which one naturally associates with his writings, he is somewhat stout and robust—not one of those 'sound divines, that according to Cowper, a light blow would demolish, or so delicately constituted as to "die of a rose in aromatic pain;" but rather with 'Atlantean shoulders broad' like a pillar in Church or state. When I made some allusion to the great pressure of occupation which the recent rupture in the Church must have devolved upon him he replied that it had been just so all his life—he had never known what it was to be at leisure.

He walked with me to Merchiston Castle, just in the neighborhood. Here I was introduced to the resident family, and their consent being readily given, the doctor led the way to a small upper chamber, where, as I looked round on the walls, wondering what there was remarkable in so ordinary an apartment, the doctor told me that I was in the room in which Napier invented logarithms. A visit to such a spot, in such companionship, I thought an incident well worth recording.

Africa.—We have found Temperance Societies to be what a person at one of our stations called them—John the Baptist. They are sent to prepare the way of the Lord Our missionaries have found them to be the most valuable auxiliaries in promoting the cause of God we ever had in Africa. We have Temperance Societies at each of our stations, and I believe there are very few of our people who do not conform to their rules. At Kat River there are 1400 staunch tetotalers. At Liberia one-fifth of the whole population are members of Temperance Societies, and the state of morals is emphatically of a high order; Sabbath-breaking, drunkenness, quarrelling, and profanity, are vices almost unknown in that colony.

LAWNS & BALZARINES—Just rec'd a splendid assortment of these goods, to which the attention of the ladies is invited, at the Carpet and Dry Goods house of [ap10] R. D. THOMPSON, No 110 Market st.

GENTS SUMMER GOODS—R. D. THOMPSON would inform the public that he has just rec'd a large and general assortment of goods suitable for the coming season, at the Carpet and Dry Goods house, No 110 Market st. ap10

BRO. DRILLING—1800 yds sup bro Drills, (extra wide,) rec'd and for sale by
ap10 R. D. THOMPSON, 110 Market st.

BRO & BLACK 5-4 SHEETING—A fresh supply rec'd and for sale low at the Carpet and Dry Goods house of [ap10] R. D. THOMPSON, 110 Market st.

NEEDLE WORKED COLLARS—CHEAP.
W. R. MURPHY has just opened a lot of Needle Worked Collars, unusually cheap for quality, from 37½ cts up to $2,00, at the N. E. corner of 4th and Market streets. ap8

PLAIT LACES—W. R. MURPHY invites the attention of the ladies to an assortment of beautiful style Plait and Valenciennes Laces, just received. ap8

BONNET RIBBONS, of good quality and handsome styles at 12½ and 18¾. Also, very superior fashionable style do, from 25 cts up to 44. A large assortment just opened at the Wholesale and Retail Dry Goods House of W. R. MURPHY,
ap8 N. E. cor of 4th and Market sts.

GOSHEN CHEESE—2,000 lbs Superior Goshen Cheese, just rec'd and for sale by
ap8 A. G. REINHART, 140 Liberty st.

KETCHUPS—A fresh supply of Walnut, Mushroom and Tomatto Catsups, just rec'd by
ap5 A. G. REINHART, 140 Liberty st

RED CURRANT JELLY—A few dozen just rec'd by
ap5 A. G. REINHART.

WHITE PEPPER—4 doz bottles White Pepper just rec'd by [ap5] A. G. REINHART.

INGRAIN CARPETS—Just rec'd direct from the manufacturers, 45 pcs of superfine, fine and common Ingrain Carpets, of the newest style in patterns
W. McCLINTOCK, No 37 Wood st.,
mar31 one door above 2d.

IMPERIAL or 3PLY CARPETING—Received this day 7 pcs Imperial or 3 ply Carpeting, of splendid style, patterns new, at Carpet Warehouse of
W. McCLINTOCK, 37 Wood st.,
mar31 one door above 2d.

SUPER TUFTED RUGS—Just rec'd 3 bales of handsome style Tufted Rugs, at the new Carpet Warehouse of W. McCLINTOCK, 37 Wood st.,
mar31 one door above 2d.

BRUSSEL CARPETS—Received this day 10 pcs rich new style Brussel Carpets, at the new Carpet Warehouse of W. McCLINTOCK, 37 Wood st.,
mar31 one door above 2d.

PORTABLE THRASHING MACHINE.
Warranted to be thoroughly built, and to work well.

MADE and sold by William Bastian, opposite Shoenberger's Rolling Mill, Penn street, Pittsburgh.

These Machines are beautiful, simple and compact, are easily removed from place to place, and may be used with equal convenience in barn or field. No Machine runs lighter, thrashes faster, or makes better work. More than 1000 of them are now in use in the western states, and as many east of the mountains. Many of them have thrashed from 60 to 70 000 bushels each; and on thorough trial they have been recommended by those who use them to be as complete, and to work as well as any in the WORLD.

W. B. has been building and vending the Machines for eight years past in the city of Pittsburgh, and has sold upwards of *six hundred*, and never has an instance occurred where they have not given entire satisfaction.

N. B. All machines Warranted to work well, or no Sale. ap11-w3m

LAND FOR SALE.

THE subscriber will offer at public sale on Thursday, the 23d day of May, at 10 o'clock, A. M., his Farm, situated in Peebles Township, Allegheny County, being part of the Bullockpen Tract. For convenience of purchasers, I will divide part of the land in from 4 to 20 acre lots, lying on each side of the Turnpike. The improvements are two good dwelling houses, smoke house, barn, and other out buildings, with an orchard of 200 choice fruit trees in bearing order

TERMS—One third cash, and the balance in yearly payments. For further information inquire of the subscriber on the premises. WM. E. NOBLE.

N. B. All mortgages against the above will be released as the payments are made. ap11-w8t

Dissolution of Partnership.

THE partnership heretofore existing between the subscribers, under the style and firm of Avery, Ogden & Co., has been dissolved by mutual consent. The business will in future be conducted by George Ogden and Samuel Snowden, under the firm of Ogden & Snowden, who are fully authorized to settle up the business of the late firm.
CHARLES AVERY,
GEORGE OGDEN,
SAMUEL SNOWDEN.

I take pleasure in recommending Messrs. Ogden & Snowden to the friends and customers of the late firm, and to my personal friends, as worthy of their patronage, and hope it will be continued.
mar28-d1m&w3t CHARLES AVERY.

NEW FIRM.
JOSEPH W. LOWRIE. THOS. M. BARBIN.

THE subscribers having purchased the Patent Bedstead Factory and Turning Establishment of Liggett & Hunter, and connected therewith Cabinet and Chair making in all its branches, will continue the business at the old stand of the late firm in Second street, between Wood and Market, where they would respectfully request the attention of their friends and the public to their stock of Furniture of all kinds. Both partners having for several years been engaged in the business, and having procured some of the best workmen of the city, we are prepared to execute all orders in the most prompt manner, and to warrant all work to be well done.

Wood Turning of all kinds, and all manner of Steamboat Furniture, finished on short notice and in the best manner. LOWRIE & BARBIN.

N. B. Coffins of all kinds made in a few hours notice.
mar26-dtJuly1

FIGS—50 drums fresh Smyrna Figs just rec'd and for sale by [ap5] JAS. BENNEY, Jr.

COMMERCIAL RECORD.

PITTSBURGH BOARD OF TRADE.

COMMITTEE FOR APRIL, 1845.
JOSHUA HANNA——W. THAW——J. W. ROBERTSON.

THURSDAY MORNING, APRIL 10, 1845

WHOLESALE PRICE CURRENT.

Ashes—℔ lb.	
Pots	3@3
Pearls	4@4½
Scorchings	— @ —
Saleratus	4¼@4½
Ale—℔ bbl.	
XX Ale	— @7,00
Common	— @6,00
Axles—℔ lb.	
Axles	8 @9
Beans—℔ bushel.	
Common	70 @ 75
Small white	87 @100
Bristles—℔ lb.	
American	33 @40
Batting—℔ lb.	
Superior	— @ 9
Common	— @ 7
Buckets—machine—℔ dozen.	
Large size	2,25 @2,37
Small size	— @ —
Beeswax—℔ lb.	
Yellow	25 @27
Blooms—℔ ton.	
Blooms	30,00@34,00
Brooms—℔ dozen.	
Merchantable	1,00@1,50
Shaker	2,00@2,25
Barks—℔ cord.	
Chesnut Oak	— @4,00
Black Oak	— @3,00
Hemlock	2,50@3,00
Coal—℔ bushel.	
At the river	— @ —
From wagon	— @ —
Cotton—℔ lb.	
Tenn'ee & Alabam	5¼@ 7
Chocolate—℔ lb.	
Number 1	10 @12½
Cocoa, prepared	— @22
Candles—℔ lb.	
City dipped	— @ 7½
Pittsburgh Star	20 @ —
Cincinnati do	— @21
Sperm, best brands	— @33
Do inferior	— @30
Cotton Yarns—	
Short reel—℔ lb.	
No. 5 to 10	— @14
" 11 to 13	— @15
" 14	— @16
Increasing ½@1c. ℔ lb to No. 24.	
Long reel—℔ dozen.	
No. 500	— @ 7
" 600	— @ 6
" 700	— @ 5
" 800, 900, 1000	— @ 4
Coverlet Yarn, lb	— @23
Carpet Chain	— @20
Cotton Twine	— @25
Candle Wick	— @14
Coffee—℔ lb.	
Java, old white	— @12½
St. Domingo	— @ —
Laguayra	— @ —
Rio	7½@ 8¼
Havana	— @ —
Copper—℔ lb.	
Braziers'	29 @30
Sheathing	29 @30
Bolt	— @ —
Old	16 @18
Cordage—By coil ℔ lb.	
Manilla	— @10
White Rope	— @10
Tarred	— @ 9
Pack'g yarn, fine	— @ 9
" " com'n	— @ 8
Hemp Bed Cords—℔ dozen.	
Extra Long	— @2,50
Long	— @1,75
Common	— @1,25
Plough Lines	— @ —
Manilla Bed Cords—℔ doz.	
40 yd 6 thr'd	— @3,00
20@30 do do	1,50@2,25
Plough Lines	— @ 75
Castings, Foundry, ℔ lb. net.	
Mill work and machinery generally made to order	— @3
Bevel'd gearage do	— @3½
Light machinery do	— @3
Heavy Rolling mill castings do	— @2½
Cranks and gudgeons under 10 in	— @3
over 10 in	— @2
Grate Bars	— @3
Hollow-ware assort'd	— @3½
Sad Irons	— @3½
Counter weights	— @3
Dog Irons	— @2½
Tailors and Hatters' Irons	— @6
[10 ℔ cent. off the following articles for cash.]	
Wagon boxes	— @3
Dearborn ℔ set	— @50
Tea kettles doz	7,50@8,00
Waffle irons	10,00@12,00
Grates, 24 inch plain straight bar	— @ 2,25
24 in bow front	— @ 2,25
(add or diminish 12½ cts. per inch for larger or smaller sizes.)	
Domestics—℔ yard.	
Brown Cottons—	
37 Thistle, Nashua, Appleton, &c	7 @ 7½
38 Laurel & Brunswick	— @ 7½
Pittsburgh	— @ 7
Light	— @ 6½
4-4 Light	5¼@ 6
Waltham fine	— @ 9
Bleached	8 @ 9
3-4 to Long cloths	9 @13
Tickings—	
33 Sco	— @11
Rochester	— @14
4-4 West Branch, Somerset, &c	18 @19
Drills—	
Town Boot, Suffolk	9 @ 9½
Bleached do	10½@11
Prints—	
Common	6 @ 9½
Good style Madder colors	8 @14
Merrimack & Fall River Blue	11¼@12
Drugs—By package.	
Aloes	13 @17
Alum	— @ 3½
Assafoetida	20 @25
Arrow Root	8 @10
Aquafortis	10 @11
Borax, refined	19 @25
Balsam, Peru	2,00@2,25
Do Copavia	30 @37½
Brimstone	4 @ 5
Camphor, refined	55 @62
Chloride Lime, cask	8 @ 9
Cochineal	1,75@2,00
Cream Tartar	19 @22
Copperas	1¾@ 2½
Glue	12 @13
Gal's	— @25
Gum Arabic	— @ —
" Copal	38 @50
" Tragacinth	31 @37½
" Shellac	15 @15
" Mastic	1,20@1,25
Ipecac	87 @100
Jalap, powdered	80 @ 8
Litharge	5¼@ 6
Licuorice Root	7 @ 8
Liquorice Ball	18 @20
Lac Dye	25 @28
Magnesia, Carb	31 @37
Manna, Flake	37 @62
Madder, Umbro	19 @22
Madder, Common	17 @18
Myrrh, Turkey	20 @60
Oil Vitriol	4¼@ 5
" Castor	88 @1,00
" Cassia	6,00@6,50
" Cloves	2,50@3,00
" Lemon	2,00@2,25
" Peppermint	3,00@4,00
Opium, Turkey	3,75@4,00
Quinine	2,50@3,25
Rhubarb, root	65 @75
Sal Ammoni	20 @25
Sal Soda	4½@ 5
Senna	18 @25
Tartaric Acid	50 @62
Vitriol, Blue	10 @11
Dye Wood—℔ lb.	
Camwood	5½@ 7
Fustic	2¼@ 3
Logwood, chipped	2¼@ 3
Eliptic Springs—lb.	
Polished	11 @12
Feathers—℔ lb.	
Kentucky	26 @28
Ohio & Penn'a	24 @28
Fruit—	
Almonds, shell'd	— @25
Soft	19 @20
Hard	— @11
Currants, Zante	— @12½
Filberts	8 @ 9
Figs, Turkey	— @13
Malaga	— @12
Raisins, Muscat	— @ —
Bunch	3,00@3,12
Bloom	— @ —
Cranberries, bush	none
Lemons Sicily, bx	— @2 50
Oranges do	— @ —
Peaches dry, bush	1,25@1,37
Apples dry	80 @ 90
Apples green, bbl	1,75@3,00
Fire Brick—℔ M.	
Fire brick	— @15,00
Freights—℔ 100 lbs.	
Eastern.	
Philadelphia & Baltimore via Canal.	
Flour, ℔ bbl	— @75
Pork, Bacon, Tobacco, Lard, Cotton, Butter, Lea'r Tallow, &c	— @52
Feathers	85 @90
Furs & Peltries	— @
Wool	— @85
Rags	— @ —
Ashes	— @45
Oil of all kinds	— @55
Northern.	
To Detroit, heavy	— @ —
To Cleveland, "	— @ —
Western. via the River.	
To Cincinnati	— @ —
Louisville	— @ —
St. Louis	— @ —

Flour—℔ bbl.	
Extra brands	— @3,87
Superfine	— @3,75
Scratched	— @ —
Fine	— @ —
Rye Flour	2,50@2,62
" hf. bbls	@ —
Buckwheat	— @ —
" hf. bls	@
Feed—℔ bushel.	
Bran	7½@ 8
Shorts	9 @10
Fish—℔ bbl.	
Mackerel, No. 1	13,50@14,00
No 1 hlf-bls	7,00@ 7,50
No 2	11,50@12,00
No 2 hlf-bls	— @ —
No 3	8,50@ 9,50
No 1 kitts	— @ —
Herring, No. 1	6,25@ 6,25
No 2	4,75@ 5,00
Salmon, No. 1	— @17,00
No 2	— @ —
Shad	— @ 8,50
Cod, ℔ lb	3 @ 3½
Glass—	
Black Bottles.	
Quart, ℔ gross	— @9,00
Pint, do	— @7,00
Maderia wine, 5 & 6 to gallon	— @9,00
Claret, ℔ gross	— @9,00
Window Glass—℔ box—City brands.	
8x10	2,50@2,75
10x12	3,70@3,75
12x18	8,70@9,00
Patent do, 10x14 to 16x24	12,00@15,00
Country brands.	
8x10	1,70@2,12
10x12	2,50@3,12
Gunpowder—℔ keg.	
FFFG	5,50@6,00
Eagle 6¼ lbs	— @3,00
Do. dozen 1 lb canisters	— @7,00
FFFG do	— @4,00
Eagle do in papers	— @6,00
Rock powder	3,50@4,00
Grain—℔ bushel.	
Wheat	65 @70
Rye	— @45
Oats	18 @19½
Corn	27 @28
Barley	90 @100
Glue—℔ lb.	
Pittsb, common	— @12½
Ginseng—℔ lb.	
Ginseng	25@ 26
Hay—℔ ton of 2000 lbs.	
Timothy	— @7,50
Clover	— @ —
Straw, 100 bdls.	— @ —
Hides—℔ lb.	
Missouri	8½@10
Spanish	14 @17
Do salted	7 @10
Do kips ℔ skin	1,25@1,62
Green	— @ 3½
Hemp—℔ lb.	
Missouri & Ky	3½@ 4
Manilla	— @ —
Hops—℔ lb.	
First sort '44	14 @16
Indigo—by package.	
Bengal, lb	1,50@1,75
Spanish	1,10@1,25
Manilla	1,00@1,25
Lead—℔ lb.	
Missouri Pig	3¼@3⅜
Bar	4¼@4½
Common sizes Pipe	6 @6½
Sheet	— @6
Leather—℔ lb.	
Sole Baltimore	18 @20
New York	14½@17½
Damaged	13 @15
Slaughter	18 @20
Skirting	21 @23
Harness, black	19 @21
Bridles, black, per doz. sides	30,00@36,00
Russet do	36,00@42,00
Upper, finish'd	23,00@28,00
Kips finished	24,00@36,00
Calf skin do	13,00@26,00
Lace Leather	18,00@ —
N. England Seating.	
No 1 ℔ dozen	45,00@ —
2 do	35,00@ —
3 do	25,00@ —
Sheep skins	2¼@5
Lumber—From pile ℔ 1000 feet.	
Pine, clear, inch	— @18,00
Common	— @ 8,50
Clear, 1¼	— @27,00
Com'n 1¼	— @12,75
Clear, 2	— @36,00
Com'n 2	— @17,00
Flooring clear 1 inch do	— @ —
1 in common	— @16,00
Oak do do	28,00@30,00
Pine Shingles ℔ 100	1,75@ 2 00
Laths, sawd, 100	— @ —
Maleable Iron—℔ lb.	
Maleable Iron	— @15
Molasses—℔ gallon.	
Sugarhouse, Bost	— @ —
N Orleans	— @40
New Orleans	32 @33
Country	— @ —
Naval Stores—	
Rosin ℔ bbl	2,50@2,75
Pitch	— @3,50
Tar, Allegheny	— @3,25
" N. Carolina	— @4,00
Turpentine, gall	50@ 55
Varnish, Copal	1,75@2,00
Oakum—℔ lb.	
Pittsburgh	— @7
Oils—℔ gallon.	
Linseed	72@75
Lard, City	— @ 62
Olive	— @5,50
Sperm, bleached	— @1,20
" unbleached	— @1,15
" Fall	95@1,00
Whale	— @ 75
Tanners, ℔ bbl	15,00@24,00
Paints—℔ lb.	
Prus Blue	87@1 00
Lampblack	6¼@ 7
Span. Whiting	1½@ 2
Chrome Green	38 @55
" Yellow No 1	33 @55
" No 2	25 @28
Brunsw'k Green	15 @20
White Lead, dry	5¼@ 6½
" oil. pure. keg	1,65@1 75
" No. 1	1,35@1,50
Red Lead	6¼@ 8
Yellow Ochre	2½@ 3
Ven. Red	4½@ 5
Verdigris	35 @38
Pig Metal—℔ ton.	
Allegheny.	
No. 1 Foundry	— @ —
" Forge	— @ —
Hanging Rock.	
No. 1 Foundry	@ —
" Forge	— @ —
Tennessee.	
Tennessee	— @ —
Plaster Paris—℔ ton	
Plaster Paris	13,00@14,00
Provisions—	
Bacon Hams	7 @7½
" Shoulders	— @6
" Sides	— @5
Hoground, city cure	— @6
" country cure	5¼@5½
Lard, No 1 in kegs	7 @7½
" 2 in kegs	— @ —
" 1 in bbls	7 @7½
Butter " 1, in kegs	9@10½
" 1, in roll	12½@14
Cheese, W. Reserve	5½@7
" Goshen	— @ —
" Pine Apple	— @ —
Crackers, Pittsb. Water, ℔ bbl	— @3,50
Do Butter	— @4 25
Potatoes—℔ bushel.	
Mercer	— @37½
Neshannocks	18@25
Rags—℔ lb.	
Country mixd	— @3
Do good white	4¼@5½
Rice—℔ lb.	
Rice	4¼@4½
Seeds—℔ bushel.	
Clover	3,00 @3,25
Timothy	1,37½@1,50
Flaxseed	1,00 @1,06
Spices—℔ lb.	
Cloves	33 @35
Cassia, in Mats	— @22
Ginger	10 @11
Nutmegs	— @125
Pepper	11 @11½
Alspice	— @15
Snakeroot—℔ lb.	
Virginia	— @12½
Seneca	— @25
Soap—℔ lb.	
Pittsburgh yellow	— @5
Cincinnati yellow	4¼@5
Chillicothe yellow	— @5
Pittsburgh brown	4¼@5
Cincinnati brown	— @4½
Chillicothe brown	— @4¼
Castile	— @ —
Starch—℔ lb.	
Pittsburgh No 1	— @5
Cincinnati No 1	— @6½
Steel—℔ lb—[Discount for cash, interest of the amount for 6 months.]	
Foreign.	
Cast & shear	17½@18
Do single	16 @17
Best German	— @12½
" Eagle	— @10½
" Hoop L	— @24½
Pittsburgh Manufacture.	
Cast steel	— @16
Shear single	— @ —
" double	— @ —
" treble	— @ —
German steel	— @10
English blister	— @12½
American blister	— @ 5½
Spring	5½@ 6
Spirits—℔ gallon.	
Brandy, Borden'x	2,00@2,50
" Rochelle	2,00@2,50
Rum, Jamaica, 4th proof	1,50@1,75
" N O	87@1,00
" N E 1st proof	40@ 50
Gin, Holland	1,00@1,50

Sugar—℔ lb.	
N O, prime, hhd	— @ 6½
" fair, hhd	6 @ 6½
Havana, white lb	— @ —
Brazil, " lb	— @ —
Loaf, No 1 lb	— @ —
" 2 lb	— @ —
" 3 lb	— @ —
Pulverize Philad	— @ —
Salt—℔ bbl.	
No. 1 afloat	— @ 90
" 1 in store	— @1,00
" 2 afloat	— @ —
Table, doz. box	1.50 @2,00
Spelter—℔ lb.	
Spelter	— @10
Tobacco—℔ lb.—[10 ℔ ct off for cash for manufactured Tobacco]	
Segar Leaf	3 @ 5
Manufacturers do	2 @ 4
Ladies' Twist	— @ 9
Plug in kegs	— @ 6½
Plug in boxes	— @14
6 twist	5 @ 5½
Cavendish	— @ 4
12s Lump in box	13 @14
16s " "	— @14
5s " "	— @14
Scotch snuff	— @14
Rappee	— @14
Cut & Dry, ½ lb pap	— @25
Teas—℔ lb.	
Imperial	50 @75
Gunpowder	45 @70
Young Hyson	30 @70
Pouchong	50 @75
Tinplate—℔ box	
I X	— @11,50
Tallow—℔ lb.	
Rendered	— @6
Rough	— @4
Soap Grease	— @4¼
Vices—℔ lb.	
Solid boxes	— @
Wines—℔ gallon.	
L P Madira	2,00@3,00
L P Teneriffe	1,00@1,50
Lisbon	75@1,00
Dry Malaga	65@ 70
Sweet	62@ 65
Marseilles	70@ 75
Port	1,00@2,00
Calabria	65@ 70
Wool—℔ lb.	
Prime	— @37½
Full blood	— @35
¾ blood	— @30
½ blood	— @28
¼ & common	— @25
Pulled	— @25
Zinc—℔ lb.	
Sheet	— @12½

Gazette & Advertiser Office,

Review of the Market for the week ending Wednesday Evening, April 9th, 1845.

State of Trade—It is usually expected at this season of the year that business will be fair at least, but it is much better than our business men expected, and it is not by any means equal to what it will be in a short time. On the whole, the present movement gives great satisfaction, and, coupled with the increase reasonably expected, is highly inspiriting. The causes are to be found in the very great inducements offered by every branch of trade in the city, and the improved prices realised for produce. There is hardly an article in the latter which has not advanced very rapidly, and those which have not shared in the decided advance, manifest unequivocal symptoms of an upward movement. This healthy state of trade gives the out-of-city merchant much greater confidence knowing that operations based upon sales of produce are at least safe, if not profitable. Coming to the city with such views, he is met by unusually large stocks of every description, which are, as a general thing, below the usual margin between western and eastern markets—this is especially true of the leading articles of Groceries. Of Sugar, Molasses, Coffee, Teas, Rice, &c. nearly the entire stocks in first hands were laid in or purchased previous to the late advances; and, as might be expected, we see buyers in the market from every part of the West and North. On the other hand, most articles of Produce command the highest prices. Our Manufactures, instead of advancing, have, in some of the leading articles, receded. The position of the market is, therefore, precisely that which attracts customers, and, without making any remarks as to the inducements offered, we will say that those who have been in the market have purchased to the full extent of their means, and with entire satisfaction to themselves.

Western Waters—Under the very extraordinary dryness of the weather for the season the Rivers have been very slowly falling. Rain is very much wanted—until we have a rise, arrivals to any extent of Lumber, Pig Metal, &c., cannot be expected. Navigation is uninterrupted and we presume we shall very soon have an abundance of rain. Down to the 3rd inst. the Cumberland continued very low. The St. Louis New Era of the 31st ult., P. M., says: "The rivers above are falling. The Illinois is reported by the last boats down with 6 feet water in the channel. The Upper Mississippi is receding slowly; the steamer War Eagle down yesterday reports scant 4 feet on the lower rapids. The Amaranth from Glasgow on the Missouri, reports that stream falling with 3½ feet on the bars. The river is still going down at this point, with about 8½ feet water in the channel." High winds and dust have interfered with business very materially this week.

Ashes—The arrivals this week have been to a very fair extent, comprising 233 casks and bbls of Scorchings, 235 do Potash and small parcels of Pearls. The market is rather quiet so far as large transactions are concerned, but we notice a shade of improvement in Pots. Sale of 20 casks on the wharf at 3½c. First sorts are held at 3¼@3½c and sales at the latter by the single cask, from store. A good many Scorchings have been taken in a trading way, and some shipments made eastward and up the Monongahela. In Pearls and Saleratus no change.

Beeswax—We notice a number of small sales from store at 26 27 and 28c.

Brooms are quite dull both from wagon and store—the stock is amply sufficient for the demand at the moment. Received 330 dozen.

Butter—The demand for fresh Roll continues very active and the receipts light. It is taken at 12 to 14c from wagon and the wharf, and 14 to 15c from store. Keg is also in demand but we have met with no sales—none on the market. Received 34 kegs and 9 bbls.

Beans are without any demand—small sales from store at 75@1,00 ℔ bu.

Beef—Dried held at 5 cents per lb in store. Nearly all the Beef packed in this market is shipped.

Bacon—Since our Report of last week, City Cured Bacon has advanced full ¼c ℔ lb, and an equivalent advance has been established on Country cured. On Friday we remarked the "market is evidently tending to an advance." On that day 160 000 lbs hoground were taken by a city dealer from Smokehouse at 5¼c, 60 days. On Saturday we quoted the advance to 5c for Shoulders, 6c for Sides and 7c for Hams. At these rates only a moderate business has been done, and a slight advance on Hams is since asked by some holders, who demand 7¼c for small lots—7c is the current rate. As we expected, the advance has brought in numerous small parcels from the country; the following comprise some of the sales: 12,000 lbs at $5.30 per 100 lbs, and re-sale at 5.75. 11,000 lbs. from store at 5¼c; 3 000 lbs from wagon at 5¼c. 10 000 Sides and Shoulders, from store, at 5¼ and 4¼; 10 000 lbs Sides from store at 5¼c; 2,000 lbs Hams and Shoulders at 6¼ and 4¼; 3,030 lbs hoground at 5¼c; 2 200 do. 5¼c; and various other parcels, to the amount of 25@30,000 lbs, at about the same rates. The market closes steady and firm. The aggregate sales are about 225 000 lbs. Received 1,061 hhds., 10,303 pieces, 556 bbls, 49 tierces and 4 boxes, mostly to go forward.

Cheese—Some receipts this week, which have gone off briskly at 5½@6c for casks, 6@6½c for boxes and 7c for some superior. The demand is not met by any thing like a supply.

Cotton Yarns—Sales have been very brisk this week to the west. The market is steady at our figures.

Copperas—Sales in lots at 1¾@2c per lb. from store.

Copper has advanced, and we quote it firm at our figures.

Candles—No particular change. Cincinnati Star sell at 21c in lots and 22c by the box.

Deer Skins in hair are in good demand at 11@15c. We note a sale of 600 lbs from store at 16½c per lb. cash.

Freights—The amount of freight in transit is pretty large. Canal freights declined yesterday 6¼@7c per 100 lbs, as follows:

Articles.	Phil. & Balt.	N. York.
Tobacco per 100 lbs	50	69
Cotton	50	69
Bacon, Lard, Tallow, Cheese, Butter, Lard Oil, &c	45	63
Hemp	62½	80
Flour per bbl	70	90

At these rates receipts are now given through. The amount of Flour going forward shows a very large falling off compared with either of the three years past.—River freights by the Packets are as before

To Cincinnati—Dry Goods ℔ 100 lbs —@15 cents
Heavy " —@10
Louisville—Dry Goods " —@20
Heavy " —@15
St. Louis—Dry Goods " —@30
Heavy " 20@25
Nashville—Dry Goods " —@40
Heavy " —@25

The Lines to the North—Cleveland, Erie and Lake points—are receipting to Cleveland at 35c per 100 lbs for Pittsburgh Manufactures, Groceries, &c; to Erie a shade less, and to Lake points 45c.

Feathers—No sales of moment have come to our knowledge—prime are held at 28c, and by the sack 29@30c per lb. Received 610 sacks, mostly to go forward.

Fruit—*Dried*—The demand noticed last week which swept the market caused an advance—we notice sales of 250 bu from store at 80@81c, mostly the latter, and some holders ask 87½@90c in store. Some speculation has been going on in Peaches and sales of 700 bu at 1,25@1,31¼, all of which are now held out of the market.—We quote $1,25@1,37½ as the range of prices at the moment from store. Stock light. Sales 200 drums Smyrna Figs to the trade at 10c ℔ lb—held at 12½@13c in store. M. R. Raisins held at $3 in lots and sales of 100 boxes by the box $3,12½@3,25.

Green—Apples have a wide range—$1.75@3 00 ℔ bbl, as in quality, condition, &c. Nearly all the Sicily Oranges to arrive and on the market about the close of our last report, were bought up on speculation and since resold to the trade at $4.50 per bx. Sicily Lemons held at $2.50 and sales 35 bxs.

Flour has advanced full 10c per bbl since last week. Good brands are now in very active demand at $3.75 per bbl. The market is affected wholly by the demand and supply for city consumption and the Allegheny trade, and the receipts not being equal to these, have caused the advance. Inferior brands range below, and we quote to embrace both, $3,63@3,75 per bbl. Received 3412 bbls.

Fish—The stock of salted is improving by receipts. No. 3 Mackeral are generally held at $8 50@9 00 ℔ bbl. Gibbed Herrings $6,25@6 50 ℔ bbl. No. 1 White Fish $8 50 and half barrels $4.50 each. Cod are very dull—sales to the trade by the drum at 3c per lb. We quote 3@3¼c.

Ginseng—Some inquiry this week. It is taken at 25@26c in store and held at 27@28c, though the latter was refused in one instance this week—the holders preferring to send it forward.

Grain—*Wheat* continues in demand at 70c ℔ bu for prime—the receipts are of no moment whatever.

Barley has advanced and prime now commands $1 ℔ bu—to embrace inferior to prime we quote 90@100c.

Oats are a shade better and scarcer—sales of 1000 bu. at 17, 18 and 19c.

Rye has advanced and is now in active demand at 45c.

Groceries—*Sugar*—The market has been more animated this week and has gradually advanced full ¼ cent per lb, which being acceded to, several parcels were taken to go out of the market, and the trade also bought more freely. We notice a sale of 40 hhds. and 20 do. Fair, both at 6c. specie, for the Cincinnati market, and 20 hhds for Buffalo, at same. The transactions heard of comprise full 150 hhds, mostly to go out of the market.—Some holders now demand 6½c for Fair—we quote Fair to Prime at 6@6½c. Some stocks are nominally held at 7c. equivalent to being held out of the market. The tendency is decidedly upward. Received 4 hhds.

Molasses have advanced. Sales on Thursday last of 200 bbls at 30c. specie, and 50 bbls at same, currency. On Saturday 150 bbls at 31½c, specie. Since Monday sales of 500 bbls part for Cincinnati, Buffalo and other places, at 32c. Sales to the country of 200 bbls at 32@33 cts. Some holders ask 35c.

Coffee has been in very active inquiry, and some 600 bags have changed hands on speculation. The demand from the trade and country is steady and brisk at 7½ to 8¼c for Rio.

Hay—Sales of loose at $7.50 delivered—ton 2000 lbs.

Lead—Sales of about 25 tons of Pig, mostly to the trade and manufacturers, at 3¼c, cash. Small parcels 3¼@4c. Received 2083 Pigs.

Lumber—The arrivals of Green are yet small and will not probably be large until we have a rise. Sales at $5.50@6 and $12@13 for Common and Clear. From the Pile at our quotations.

Lard—The market is quite bare of Lard out of the hands of the Packers, and even their stocks are small.—No. 1 in kegs and bbls 7@7¼c—some demand 7½c and refuse to sell for less. We have not noticed any transactions in country rendered, and of this description there is very little in market. The sales comprise about 100 bls and 150 kegs. Received 449 kegs and 78 bbls.

Metals—The market has been rather quiet this week, though a good deal of feeling has obtained. The stock of Metal of every description is quite small but the Manufacturers resist a further advance. For several reasons this is unquestionably the best policy for all concerned. The present are certainly remunerating prices, and this the Furnace men, or at least many of them, admit. A further advance on Metal will result in an advance on Bar Iron and Nails. At present prices here and eastward this market can control the whole West and North, creating a greater demand for the crude Pig and securing to the Smelters a certain market at full prices and a good profit: while a contrary course by enhancing the prices (supposing they have the ability to obtain them) can only react in the end on themselves.

Iron—Prices remain without alteration. A meeting was held some weeks since to consider the present prices but it resulted in nothing. We quote Common Bar at 3c in large lots and 3¼c on time—Juniata Bar 3¼@4c.

Nails—Large operations have been made in Nails and the trade has purchased very freely against a rise. Several thousand kegs have changed hands.

Blooms—We are not advised of any transactions.

Pig Metal—The sales this week were mostly in the earlier part of it. Part of these transactions took up Metal which has laid here for 1, 3 and 2 years, and some of it was bought in four years ago at $18 ℔ ton. The sales heard of were 1154 tons, part very inferior. Allegheny, at $28, 4 & 6 mos; 30 tons high Allegheny at $29, 6 mos. 100 tons No. 1 Allegheny at $30, 4 & 6 mos. 16½ do do at $30 4 & 6 mos: 30 tons hot blast Hang. Rock, at $32, cash. For this latter parcel there were several competitors and we think from the circumstances, may fairly be regarded as an advance equivalent to that on Allegheny—$24 ℔ ton. Received 8 tons.

Tin Plate has gone up 50c ℔ bx—sales of ¼ at $11.50 ℔ box. The stock is light.

Oils—Linseed, country pressed is firm at 72@73c per gall, and city at 75c, including single bbls. An advance is looked for. Lard Oil has advanced a shade, and we quote 60@62½c as extremes. Sales of Inferior on the wharf at 53c per gall.

Pork—Sale of 17,000 lbs bulk, hoground, at $4.56 per 100 lbs, delivered on the wharf—the only transaction for some weeks. Sale of 40 bbls Prime at $9,25 per barrel, cash.

Rags are coming in more freely and meet with a very active demand at 3c for good mixed, and 4½@5c for white ℔ lb—cash. Recd 129 scs and crates.

Salt is a shade better. Sales in Allegheny city of No 1 at 90c, and subsequently at 90c and inspection. Re-sales at $1 delivered and some holders ask $1 as it lies.

Seeds—*Clover* is very dull. Sales of Inferior to Prime from store, in small parcels, at $3@3.25 per bush. From wagon it will not command more than $3@3.12½.

Timothy is in better demand, though but little doing. Held in store at $1.37½@1.50.

Flaxseed—The demand continues unabated at $1,00 to $1,06½ per bu.

Tallow is in steady request at 4c for Rough and 6c for clean Rendered.

Tanners scraps readily command 2¼@3c per lb.

Wool is perfectly quiet. All descriptions command our quotations. The near approach of the shearing season is evinced by the preparations to operate, and the market for new crop will open with great spirit.

Whiskey—The receipts have not been sufficient to establish a price—straggling lots are taken by the Rectifiers at 18½@19c. Rectified 21c.

Cattle Market.

Reported exclusively for the Daily Gazette and Advertiser by J. Goehring, Federal street.

Goehring's Yards,
Allegheny city, April 9.

The offerings were again small and generally of inferior Cattle. Sales of

51 head of Beeves at 3@4c per lb. net.
21 " " Calves at $1.50@2 50 per head.

A few prime Cattle brought 4½c. No Sheep or Swine driven in.

Money, Exchange, &c.

The Money Market continues without change. Eastern Exchange has advanced to full ½ per cent premium and at this is not plenty

RATES OF DISCOUNT,

CORRECTED BY

N. HOLMES & SON,

EXCHANGE BROKERS,

No. 55 Market street, second door from corner of 4th

Pennsylvania.	
Banks of Pittsburgh	par
Philadelphia	par
Girard Bank	par
U. States Bank	30
Bank of Germantown	par
Brownsville	par
Gettysburgh	1
Chester County	par
Chambersburg	1
Delaware Co.	par
Susquehanna Co	—
Montgomery Co.	par
Northumberland	par
Lewistown	1
Middletown	1
Carlisle	1
Columbia Bridge Co	par
Doylestown	par
Erie	1
Washington	par
Reading	par
Bucks Co.	par
Farmers and Drovers	1
Farmers B'k Lancas'r	par
Lancaster Co	par
Lancaster	par
Harrisburg	1
Honesdale	1
Lebanon	1
Pottsville	1
Wyoming	1
York	1
SCRIP.	
State Scrip, Ex. Bank	1
" Mer & Man	par
State Scrip	1
City & Co Scrip	1
Ohio.	
Mount Pleasant	1
Steubenville	1
St. Clairsville	1
Marietta	1
New Lisbon	1
Cincinnati Banks	1
Columbus	1
Circleville	1
Zanesville	1
Putnam	1
Wooster	1
Massillon	1
Sandusky	1
Geauga	1
Norwalk	1
Cleveland	1
Xenia	1
Dayton	1

Franklin B'k Columbus	1
Chillicothe	1
Lake Erie	1
Scioto	10
Lancaster	10
Hamilton	13
Granville	40
Farm'rs B'k Canton	20
Urbana	45
Indiana.	
State B'k & Branches	1
State Scrip	3
Kentucky.	
All solvent Banks	1
Virginia.	
Eastern solvent Banks	1
Wheeling	par
Illinois.	
State Bank	40
Shawnetown	60
Missouri.	
State Bank	1
Tennessee.	
Memphis	3
Other solvent Banks	3
North Carolina.	
All solvent Banks	2
South Carolina.	
All solvent Banks	2
New England.	
New England	1
New York.	
N. Y. City	par
Country	1
Maryland.	
Baltimore	par
Country	1
Wisconsin Territ'y.	
Mar. & Fire In. Co. Milw'e	5
Exchange.	
SELLING RATES.	
New York	½ prm
Philadelphia	½ prm
Baltimore	½ prm
Gold & Specie Value.	
Fredericksd'ors	$7 80
Ten Thalers	7 80
Ten Guilders	3 90
Louis d'ors	4 50
Napoleons	3 80
Ducats	2 15 @ 2 20
Eagle, old	10 60
Eagle, new	10 00
Doubloons, Spanish	16 00
Do. Patriot	15 50
Sovereigns	4 83
Guineas	5 00

ASSIGNEE'S SALE
OF VALUABLE REAL ESTATE,

AT the Court House, on Thursday the 17th day of April next, at 10 o'clock, A. M. All the right, title interest and claim of William Bishop of, in and to, all that certain Tract of Land, situate in Peebles township, Allegheny County, lying and bounded, as follows, to wit: Beginning at a birch tree on the bank of the Allegheny river, thence south 42½ degrees, east 157 perches to a post, thence south 72 degrees east 82 perches to a black oak, thence north 28 degrees, east 136 perches to a post, south 84 degrees, east 76 perches to a post, thence by Jacob Negley's land, north 46½ degrees and 56 perches to a post, north 30 degrees, west 90 perches to a black oak on the bank of the Allegheny river, by the several courses thereof 341 perches to the place of beginning, containing 257½ acres and allowance. The interest of said Wm. Bishop therein being the one eighth part thereof, subject to the widow's dower therein of Mrs. Sarah Bishop. To be sold by order of the Assignee, and for further particulars inquire of T. Mellon, Esq., Attorney for the Assignee. THOS. POLLOCK,
apl-d3 aw&wts. Assignee.

WALTER FORWARD
AND
ALFRED W. MARKS.

ATTORNEYS AT LAW. Office in Fourth street, corner of Cherry alley. jan1-d&wtf

M. TIERNAN. N. G. MURPHY. J. A. WILSON

MURPHY, WILSON & CO.,
(*Successors to Jones, Murphy & Co.*)
WHOLESALE DEALERS IN DRY GOODS,
No. 48 Wood Street, Pittsburgh,

ARE now receiving a splendid assortment of Spring Dry Goods, to which constant additions shall be made throughout the season.

City Dealers and Merchants visiting the city, are respectfully invited to examine their stock before purchasing. They will find terms and prices *altogether satisfactory* m11-d&w1m

H. CHILDS & Co.,
WHOLESALE SHOE STORE,
No 131 Wood Street, Pittsburgh.

HAVE commenced receiving their Spring supplies, consisting of 1000 cases of Boots and Shoes of all descriptions, adapted to the Spring and Summer sales, together with a great variety of Ladies' and Misses Bonnets, of latest Spring styles. Also, Palm Leaf Hats and Sole Leather

All of which have been purchased, principally for cash, direct from the eastern manufacturers, and at the very lowest prices. They respectfully solicit merchants visiting Pittsburgh for the purpose of purchasing, or on their way east, to call and examine their large and extensive stock, which will be sold at prices which cannot fail to please. mar27-d&w1m

LAND AND LOTS FOR SALE.

360 ACRES of first rate land, on Flaherty's creek, near the Ohio river and adjoining the village of Shousetown, about 12 miles from the city. About 150 acres are cleared, nearly one half in meadow. There are several dwelling houses upon the premises, one of which was erected during the present year. The whole, or part will be sold upon liberal terms or exchanged for city property.

A lot on the Fourth street road, being lot No. 9, in Zarven's plan, 45 feet front by 120 in depth, cornering on two streets and running back to an alley, twenty feet wide.

A house and lot in Mount Baldwin.

21 lots in the village of New Troy, of various sizes.—These lots are contiguous, and are well suited for a cemetery. They will be sold singly or together. Apply to
ALFRED W. MARKS.
jan 1—d&wtf 4th st., corner of Cherry alley.

JULES HAUEL'S
Celebrated Liquid Hair Dye,

FOR changing Red or Gray Hair, Whiskers, Eyebrows, &c., to a Black, Brown, or Chesnut Color.

For a long time I have endeavored to discover the means of restoring to white and gray hair its natural color. At each attempt some new difficulty presented itself; but by continued care and experiments, I have surmounted them all, and it is only after having become assured of undisputed success, that I offer this article of my own manufacture to the public.

We were already acquainted with a black dye; but brown, chesnut, flaxen, and all the different shades of coloring had not been discovered. We were obliged to stain every kind of hair black, whatever might have been its original hue, and thus produce a harshness, or at least a striking inequality of countenance where the expression and complexion should be in strict harmony with the color of the hair. All these dyes, besides that they did not generally answer their purpose, had the very serious inconveniences of burning the skin and the hair, and were frequently very injurious to the health of those who used them.

The slightest evil consequence need not be feared from the use of my composition. It is altogether harmless.

These colors, indestructible by the air, heat, perspiration, or other hostile agents, will continue three months without being renewed, unless the too rapid growth of the hair requires the repetition of the operation every two months. It leaves no unpleasant smell or false lustre to the hair; does not affect the softness nor the strength of the hair; and may be washed in pure or mixed water, as often as the toilet may demand, without producing the slightest alteration.

The beauty of the person is considerably enhanced by the color of the hair; gray hair and red hair alter the appearance of the countenance, and are much disliked by most persons; therefore it is pleasing to have efficient means to remedy these defects.

To effect this change of hair so much wished for, is the grand and never-failing property of Jules Hauel's Vegetable Dye, which the proprietor can with justice state, is far beyond any thing of the kind ever yet known in this or any other country. Its properties are very powerful, though very innocent. It is entirely composed of vegetables, and consequently can have no corrosive effects.

Too often danger is to be apprehended from the use of compositions of this nature. With respect to the Vegetable Dye, no such apprehensions need be entertained; there is not a noxious particle appertaining to it; and yet its operative powers are of the most extraordinary nature.

It changes the color of the hair on the head, whiskers, and eye-brows, from red or gray, to an exquisitely fine brown, black, or chesnut color.

The Vegetable Dye is so permanent that it cannot be removed by washing, bathing, or perspiration.

Washing the hair with water, so destructive to many preparations of this nature, renders this Dye more durable, and adds fresh beauty to the hair.—The proprietor earnestly requests a most rigid attention to the DIRECTIONS enclosed with each bottle, as without *that* he cannot answer for any failure in its operation.

The above valuable article is prepared by Jules Hauel, No. 46 South Third st., Philadelphia, and for sale by B. A. FAHNESTOCK & Co., wholesale and retail Agents for Pittsburgh and the West.
April 2.

NOTICE.

TAKE notice that a petition of divers inhabitants of Pitt Township and parts adjacent, was presented to the Court of Quarter Sessions of Allegheny County, setting forth that they labor under great inconvenience for a road or highway, to lead from the township road at the Fountain Inn along Tannehill street, to intersect the Pittsburgh and Coal Hill Turnpike road, and also from said last mentioned road along Overhill street, until the same shall intersect Dinwiddie st., at or near the Farmers' and Mechanics' Turnpike Road in said Township, and therein praying the said Court to grant a view of the same. That the said Court granted the said prayer, and appointed viewers to view and lay out the same. That the said viewers have viewed and laid out the same, and on the 31st of December, 1844, returned the same into said Court, reporting said road for public use.
By the petitioners. mar28-w3t

EXECUTOR'S NOTICE.

THE undersigned have taken letters testamentary on the Estate of John Rankin, late of Elizabeth township, dec'd, and hereby notify all persons indebted to the Estate of said deceased to make payment without delay. Persons having claims against the Estate will please present them duly authenticated.
WM. DOUGLASS, Jr,
ANDREW FIFE,
JOHN RANKIN, Jr.
mar28-w6t Elizabeth Township.

FLORENCE ACADEMY.

THE Summer session will commence on the last Monday in April.

Each session will consist of five months.

TERMS.

Boarding, Tuition, Washing, Light, Fuel and Room per Session,	$50 00
Languages and Mathematics,	10 00
English Branches, (higher.)	8 00
Primary, do.	6 00

Payment half session, in advance.

The Female Department will be under the immediate care of Mrs. Smith, but will also receive instructions from the principal; Students entering before the session is half elapsed will be charged for a session, and those entering after the term is half elapsed, will be charged for a half session. JOHN. A. SMITH, Principal.

☞ For particulars enquire of Rev. J. Stoneroad, Messrs. S & P Livingston; Dr J Cunningham, Florence; Rev J M'Claskey, West Alexander; Rev S Fulton, J Rogers and Prof A V Ruter, Pittsburgh; George W M'Ilvaine, Esq., Pigeon Creek. mar28-w3t*

STRAY COW.

CAME to the plantation of the subscriber in Peebles township, Allegheny County, on the 14th day of March, a Red Cow, with a streak of white on belly, with square bit off the right ear, and three slits in the left. No other marks perceivable. Supposed to be about 4 years old. The owner is desired to come forward prove property, pay charges and take her away, or she will be dealt with according to law. GEO. BURKHAMMER,
mar28-w3t* near Wilkinsburgh, Pa.

STRAY HORSE.

CAME to the farm of the subscriber in Plum Township, on the evening of 19th March, a dapple Grey Horse, sunk in the right hip, about 6 years old. The owner is requested to come forward, prove property, and pay charges and take him away. ROBT. McELROY.
mar28-w3t*

FOR RENT OR SALE.

A valuable property in the City of Allegheny, on the bank of the Ohio river, one acre of land, on which is erected a large and convenient two story brick dwelling, containing eight rooms with kitchen, and dining room in the basement story. Also, a stable and carriage house, with a well of excellent water. This property is well calculated for erecting any Public Works, being near Pittsburgh, and a good road to the same. Payments made easy, as most of the purchased money may remain in the purchaser's hand for a number of years.

ALSO,

For Rent, a two story brick house in Third street, between Smithfield and Grant streets. Apply to
ANDREW KIRKWOOD, Smithfield street,
jan 22-d1w&wtf Between First and Second.

Burdsal's Compound Fluid Extract
OF SARSAPARILLA.

FOR the cure of Chronic Rheumatism, Scrofula or Kings' Evil, Salt Rheum, Ringworms, Ulcers, painful affections of the Bones, Chronic Sore Eyes, Blotches, Glandular Enlargements, and all diseases arising from impurity of the Blood.

The following is from Richard C. Langdon, formerly Editor of the Troy Times, in relation to Burdsal's Extract of Sarsaparilla:—"It is a *valuable* medicine. I have tried it thoroughly, and can bear ample testimony to its good effects in my own person. I have for several years been the subject of violent disease, acute pains in the limbs, &c., and verily believe the free use of Sarsaparilla was the principal remedy that performed the cure."

For further evidence of its efficacy, reference is made to the following Physicians, who have prescribed it with every success in their practice.

Dr. Stephen Bonner,	Dr Wm. Mount,
Dr. Wm. Smith,	Dr. Charles, Woodward,
Dr. J. P. Buckner,	Dr. Wm. Goshorn,
Dr. J. A. Black.	
Or to Micajah Williams, Esq.	Adam N. Riddle, Esq.
Edward C. Roll, Esq.	N. McLean, Esq.
Sam'l. Lewis, Esq.	Sam'l Talbot, Esq.
Capt. L. Shalley.	Jas. Torrence, Esq.

All these last named gentlemen have either tried it themselves or used it in their families with the happiest results. Numerous references might be given, but these are deemed sufficient

This preparation is warranted to cure the most inveterate case of disease, arising from impurity of the blood; it has never yet been known to fail, and in no case is remuneration asked, where a perfect and speedy cure is not effected. For sale by JON. KIDD & Co.,
mar24-8t No 60, cor of 4th and Wood sts.

MILTENBERGER & BROWN
Offer for Sale or Exchange for Property in the City of Pittsburgh.

THE subscribers, desirous of winding up their old business, offer to sell on time or will take in exchange, suitable property in this city, the following described property, to wit:

1600 Acres of land, lying on both sides of the Youghiogheny river, six miles below Connelsville, Fayette co., Pa. This property is well known as the Little Falls or Franklin Iron Works—one of the best water powers in this part of the country; and will be cut up into farms to suit purchasers, and the price to suit the times, and the terms to suit the purchasers.

They will offer on favorable terms 4 Lots near the New Court House, fronting on Coal Lane between High street and Grant street. These lots are 20 feet front by 80 and 121 feet deep, opening on an Alley in the rear.

2 Lots on Holmes' Hill—Nos. 18 and 19—24 feet front by 122 feet deep—adjoining property of Thomas Liggett in the rear.

2 Lots in Allegheny city—Nos. 49 and 50—fronting on Lacock street. 22 feet front by 110 feet deep to an alley—on which is erected two good and commodious two story brick houses, with dining rooms and kitchens on the same floor, with a good well of water and a pump in the yard.

They also offer a FORCE PUMP, which has never been put in use, made to attach to machinery in case of fire, to be used with hose—equal to one of our best engines.

ALSO, a set of Slitters with wrought iron housings to slit Nail Rods ½, ¾ and 1 inch wide by any thickness

For particulars inquire of the subscriber at his dwelling on Liberty street opposite Ferry.
jan 27-d&w6m GEO. MILTENBERGER

PITTSBURGH—APRIL 6, 1845.

COPARTNERSHIP.

☞ D. N. WHITE has associated with himself, in the business of the Pittsburgh Gazette establishment, Mr. B. F. HARRIS. The name and style of the firm will be WHITE & HARRIS, under which the business will be hereafter conducted.

D. N. WHITE,
B. F. HARRIS.

PITTSBURGH, April 1, 1845.

By the above announcement, our readers will perceive that we have associated with us, in the management of the Gazette establishment, Mr. B. F. HARRIS, who has now been connected with the paper for more than a year past, as its Commercial Reporter, and in that capacity has become very favorably known to the community. This arrangement secures to the patrons of the Gazette a continuation of its commercial character, which has given general and great satisfaction. After testing for more than a year, at considerable expense, the mooted question, "can Pittsburgh sustain a good commercial as well as political newspaper?" we have answered it triumphantly in the affirmative. We have been generously sustained by the business community, and the commercial character of our paper is now as firmly fixed—as one of its distinguishing characteristics—as is its political. By the association with us of Mr. Harris, we give a guarantee to our customers that the commercial department of our paper will continue unchanged, except to improve it by the teachings of experience. Industry will not be wanting to make it equal to any in the country.

In the editorial columns there will be no change. The senior partner will continue, as he has done for about four years past, to preside over that department, deriving aid from every quarter within his reach to make his columns interesting. Of course, the political character of the paper will remain unaltered. The events of the past election campaign, the history of the late Congress, the present aspects of the Country, and the policy shadowed forth by the present administration, all combine to convince us of the necessity of the success of Whig principles for the happiness, prosperity, and especially for the *honor* of the Country, and the *perpetuity* of the Union. In the midst of the ultraisms on almost every hand,—the flagrant disregard of the National Constitution,—the necessity of a great conservative and law-abiding party is daily more evident, and ought, and we believe does, tend to bind the hearts of Whigs together, and to draw into their ranks the sober, thinking and intelligent portion of the community.

It is a source of unalloyed satisfaction to us, when we look back upon the past, to find that, although we have had to pass through a most severe ordeal of attack and vituperation from political enemies, and envious cotemporaries, the patronage of our paper has been steadily increasing. We circulate considerably more than double as many Dailies, as when we took charge of the paper, and our weekly subscription has very greatly increased, and both lists were never in a more healthy condition than at present, and the increase never so constant and rapid. For these best testimonials of approbation, the public have our thanks. We shall try to promote the continuance and increase of that favor, by sparing no reasonable expense and effort, to make our sheet increasingly worthy of public patronage.

New York City Election.

We view the present canvass in New York city, for Mayor and other municipal officers, with more interest than any election since the ever memorable Presidential campaign of last year.—That city, as our readers well know, is the centre of the present Native movements of the day.—There they had their origin, and there they achieved their first triumphs. The effect has been, in that city, through a mistaken though well-meant policy, to prostrate the Whig party there, and incorporate it in some measure with the Native. The sober, reflecting, and genuine Whigs of that city have become fully convinced of the bad policy of former alliances, and fully aware of their destructive influences, and have resolved to conquer or suffer defeat on true Whig grounds, and under the Whig name. In this decision and effort the Whigs of the Union sympathize with their brethren in New York, and bid them God-speed.

The Whigs have nominated for Mayor, DUDLEY SELDEN, Esq.; the Natives, JAMES HARPER, Esq.; and the Democrats, ——— HAVEMEYER, Esq. We are surprised and sorry to see two leading Whig papers leaning to the support of HARPER, although they must be fully aware of the ruinous influence on the Whig party of building up the Native. The Tribune ably and manfully supports the true Whig ground, and is deserving of all praise. The result we expect will be the election of the Democratic ticket.

We are decidedly of opinion that no encouragement should be given to the present Native movement by the Whig party, and that no alliance for temporary purposes should be negociated with them. There is no necessity for such a party in the present exigencies of the country. The main object professed to be had in view, the purification of the ballot box, by the prevention of unnaturalized votes, can be just as well accomplished by the Whig party, and will be accomplished by that party whenever it has the power. But the designs and objects of the Whig party *can never be accomplished by the Natives.* Composed of members of both the great parties of the country, and pledged definitely to one object, *Whig* measures would be lost and Whig principles meet with no favor. Shall Whigs, then, give up their favorite and long-cherished system of measures and principles for a *minor* object, and one which can be just as well and far better accomplished without? It would be sheer madness, rank suicide, to do so.

Let the Whigs of New York maintain their ground, unmoved either by the taunts of their enemies, or the entreaties of injudicious friends. A stand firmly made now will throw the city into their hands next year, or at most the year after. A coalition with the Natives will destroy them past recovery.

☞ The Rev. JOY H. FAIRCHILD, who was recently tried in Boston for the seduction of a girl named RHODA DAVIDSON, was unanimously acquitted. The jury took ample time—as they said—to scrutinize every part of the evidence, and this was the result. We read all the evidence of this trial as reported, and were satisfied from the first that it was a conspiracy got up by an infamous woman and an infamous family to extort money. Judge WASHBURN came to the same conclusion after hearing the case. The ribald wickedness which presumed to condemn Mr. FAIRCHILD in advance, and build on his case long and stolid dissertations upon the licentiousness of the people, the clergy, and every class but their own, are doubtless satisfied now. The rendition of the verdict was received with the greatest applause and cheering, even in the presence of the Court itself—nothing could restrain the people. Mrs. FAIRCHILD is the recipient of high praise for her inexhaustible confidence in the integrity of her husband, and the devotion to him manifested by her during the agonizing trial.

☞ The Magnetic Telegraph between Washington city and Baltimore has been placed under the control of the Post Office Department, and is now a branch of the mail service. One quarter of a cent is charged for each telegraphic character or letter. On the reception of a despatch it is immediately written out and sealed up, and transmitted by the penny post to the person for whom it is designed, thus securing secresy and dispatch.

The Baltimore American has been informed on reliable authority, that books will be opened in a few days in New York, Philadelphia, Washington and Baltimore for subscriptions to the stock of a Company for the construction of a line of Morse's Magnetic Telegraphs between Baltimore and New York, with AMOS KENDALL at its head.

The passengers on the New Jersey Railroad had a narrow escape from death on Friday last. The cars were moving along unusually fast between sun-down and dark, and when they arrived at the New Brunswick bridge over the River Raritan, the draw was entirely taken off.—The engineer did not discover the fact until within two or three cars lengths off. The men immediately put their whole force upon the breakers and by throwing sticks before the wheels happily stopped the train, or some hundred and fifty lives must have been sacrificed by this act of culpable negligence.

FROM HRRISBURGH.

Correspondence of the Pittsburgh Gazette.

HARRISBURGH, April 2, 1845

DEAR SIR:—In Senate this morning the nepotism of the Governor received official sanction in Executive Session, the nomination of John King Findlay being confirmed by a vote of 25 to 3, Messrs. Darsie, Gibbons and Babbitt refusing to sanction the outrage, and Messrs. Sterigere and Cornman declining to vote. Previous to taking the vote, the Speaker laid before the House the proceedings of the members of the Philadelphia bar, highly complimentary to Judge Stroud, who has been removed to make room for a near relative of the Governor.

Mr. Crabb read in place a bill to incorporate the "City Bank of Philadelphia," the stock in shares of $1,000, and with a peculiar "liability" clause.

After some debate the Girard Bank bill passed finally, 17 to 10.

In the afternoon the Session was spent in considering the bill to repeal the law establishing the Revenue Board. An amendment offered by Mr. Sullivan was adopted which provides that the assessment made by that Board shall remain in force one year; the vote was as follows, viz:

YEAS—Messrs. Babbitt, Cornman, Craig, Darsie, Ebaugh, Enue, Eyer, Fegely, Foulkrod, Gibbons, Heckman, Hill, Quay, Rahn, Ross, Sullivan, Wilcox *Speaker*—17.

NAYS—Messrs. Anderson, Baily, Bigler, Black, Carson, Champneys, Chapman, Crabb, Morrison, Sherwood, Sterigere—11

The bill passed Senate by means of threats —open and disgraceful threats of "repudiation," emanating from wealthy counties of the commonwealth, who but last year made similar threats unless the Board of Commissioners was instituted, and in some instances ran "anti-tax" tickets that their views might be carried out in the halls of legislation! Rather than have any difficulty with them, the Senate passed the bill—I trust it will fail in the House.

Mr. Champney, from the committee on the subject, reported the bill relative to a sealer of weights and measures in Allegheny county, so amended as to allow the Governor to procure and forward "Standards" to all counties whose commissioners desire and will pay the cost of procuring them, and also to appoint a sealer of weights and measures in such counties.

The bill to pay the troops was then taken up and debated till adjournment.

In the House, Mr. McCaslin called up the bill "to increase the revenues and diminish the legislative expenses of the commonwealth" by taxing private legislation (a synopsis of which, is contained in a former letter,) which passed committee with amendments adding the following bills, as parts of the same law, viz: The tax on dogs and sheep, the tax on State stock, the tax on merchants and the bill providing a more effectual and economical mode of collecting taxes—all of which are now sections of this omnibus bill.

The Election bill passed the House finally today. The only section of interest to the citizens of your county is the division of the borough of Elizabeth, into an election and school district from the township.

The bill to authorize the commissioners of the county of Cumberland to borrow money was taken up; Mr. Kennedy offered an amendment appropriating the State tax of said county for 1845 to rebuilding the public buildings lately destroyed by fire, which was lost, yeas 1, nays 72; Mr. Heck offered an amendment loaning the county the outstanding tax, amounting to $9,000, for the term of five years at 3 per cent interest, and Mr. Cummings that the bill be voted upon by the people of the county—both of which were lost, and the bill passed finally.

The Senate amendments to a bill providing for the appointment of a Reporter of the decision of the Supreme Court were taken up, and, after some slight amendments, concurred in.

A bill to decide by vote upon the propriety of removing the Seat of Justice of Fayette county was passed finally, and, after passing numerous bills, the House adjourned.

The afternoon was spent in the consideration of a bill consolidating the various laws relative to the Common Schools, which passed committee, with various unimportant amendments, and was debated in the House until six o'clock. Mr. Trego is the author of the bill, and well deserves the credit he receives for his eminent services in the noble cause of education.

James S. Craft, Esq. arrived here yesterday and will remain a few days.

HARRISBURGH, April 3, 1845.

DEAR SIR:—This morning several of our members presented petitions from Allegheny county for the incorporation of a company to construct a turnpike or railroad from Mrs. Murray's, 4th st. road, Pittsburgh, by the east branch of four mile run, nine mile run, turtle creek, &c., to Laughlinstown, to intersect the Laughlinstown route, surveyed by Mr. Hage, which was referred to the Committee on Corporations.

The Baltimore and Ohio Railroad bill will be taken up on Wednesday next, at ten o'clock, in case the Revenue bill is previously disposed of, which I trust will be the case, as the House has just decided to sit until six o'clock in the evening.

Mr. Bigham read in place a bill to incorporate the Saw-mill Run Railroad and Coal Company, with a capital of $150,000.

The School bill coming up, was debated on sundry amendments, one of the most important of which was offered by Mr. Hollinshead, of the county, so amending the 23rd section as to prohibit the payment of school moneys to free schools, when under the charge of a religious sect, which was lost, 21 to 56, and the section passed as reported, 62 to 18. The remaining sections were taken up in their order and passed Committee of the Whole, when the Committee rose and reported the bill as amended, which was ordered to be transcribed for a third reading; the House refused to suspend the rule prohibiting the reading of the bill twice on the same day, 53 to 32—not two thirds.

The House refused to take up the N. Y. & Erie Rail Road Bill, 44 to 33, and, on motion of Mr. Burrell, proceeded to consider the bill authorizing the payment of certain certificates.

In Senate the new county of Sullivan, from Bradford and Lycoming, passed second reading. The remainder of the morning was spent in a debate upon the bill to pay the troops. The Senate held no afternoon session.

The remainder of the session was spent on the bill relative to police, prevention of riots, &c. in Philadelphia, in Committee of the Whole.

Correspondence of the Baltimore Patriot.

WASHINGTON, April 2, 1845.

One removal only in the Departments yesterday —and that a Messenger, to make room for a man who was dismissed from the place four years ago. "Turn about is fair play." Four clerks in the Post Office Auditor's Bureau were removed to-day —Messrs. Evans, West, Rose and Montague. The last two from Virginia, and Captain Tyler's appointments. Mr. Montague has been in office only about three months. Had he taken a lower office, instead of being put in over the heads of two classes of capable clerks, he would have remained *ungullotined.* The four places thus vacated are to be filled, it is said, by Mr. E. G. Eastman, Mr. M'Laughlin, Mr. Brown, son of the Hon. Mr. J. Brown, and a General somebody, whose name I have not.

Judge Shields of Illinois, who is to succeed Mr. Blake, as Commissioner of the Land Office, is expected to arrive here by the 9th, and to be sworn in on the 10th. No removals in that large bureau until then. By act of Congress twelve of the Land Office Clerks are to be decimated in June. Who shall they be? That is the question! There are in that office, as I understand, fifty-six "Democrats" and eighteen "Whigs."

The Madisonian is ill at ease on account of the off-hand manner in which the appointees of Captain Tyler are made to give place to a more acceptable class of "Democrats." It exclaims "HONOR BRIGHT!" just as if some *understanding* had been or was about to be broken, and then tells how "the cry is still for Tyler blood!" Those who know James K. Polk's character well will scarcely believe, whether "Whigs" or "Democrats," that *he* ever entered into any understanding with Captain Tyler, or the Captain's agent, to keep Tyler's appointees in office, simply because they had the good luck to get appointed by that functionary.

POTOMAC.

Protest of Mexico against Annexation.

The Washington correspondent of the Evening Post has procured from a member of the Diplomatic corps at Washington (to whom it was officially communicated) a copy of the formal Protest of Col. Almonte, Mexican Plenipotentiary, against the passage of the Texan Resolution. It will be seen that the reports that Almonte had used harsh language, threatened an appeal to the people of the United States, &c. were entirely unfounded:

[TRANSLATION.]

The undersigned, &c. &c. has the honor to address the Hon. John C. Calhoun, &c. &c. for the purpose of making known to him the profound regret with which he has seen that the General Congress of the Union has passed a law consenting to and admitting into the American confederation the Mexican province of Texas.

The undersigned had flattered himself that in this question the good sense and sound opinions of the citizens most distinguished and experienced in the management of public affairs in this Republic would have prevailed in the deliberations of the Legislative body, and of the Union, but unfortunately this has not been the case, and, contrary to his hopes and most sincere wishes, he sees consummated by the American Government an act of aggression the most unjust which can be recalled in the annals of modern history, such as the spoliation of a friendly nation, like Mexico, of a considerable part of her territory.

For these reasons the undersigned, in fulfilment of his instructions, finds himself obliged to protest, as he does accordingly protest, in the most solemn manner in the name of his government against the law passed on the 28th of last month, by the General Congress of the United States, and sanctioned on the first of the present month by the President of the said States, by which the province of Texas, an integral part of the Mexican territory, is allowed to be admitted into the American Union.

The undersigned, in like manner, declares that the aforesaid law can in no manner invalidate the right which the Mexican nation possesses to recover the aforesaid province of Texas, of which she is now unjustly despoiled, and which right she will sustain and enforce at all times, by whatever means are in her power.

The undersigned will say in conclusion to the Hon. Secretary of State of the United States, in order that he may be pleased to inform the President of the said States of the same, that in consequence of the law against which he has just protested, his mission to this Government is terminated from to-day. Consequently, the undersigned requests the Hon. Secretary of State to be pleased to send him his passports, as he has arranged to quit this city as soon as possible for New York. The undersigned, &c. (Signed.)

Washington, 6th March, 1845.

The New York Evening Post says that Lieut. HUNTER'S Propeller has proved a failure. It is to be taken out from several vessels to which it was at first applied, and the design of putting it into a government vessel now building at Lake Erie, is said to be abandoned.

The experimental Revenue Steam Cutter Spencer is now at Philadelphia for the purpose of having her submerged wheels constructed on Lieut. Hunter's plan removed, and the Loper Propeller substituted.

At the last advices the U. S. Revenue steam Cutter Legare was at St. Marks, Florida, where she had been lying six days, wind-bound. Her engine was broken, and her propeller had proved a complete failure. We are not able to say whether the propeller attached to the Legare was Lieut. Hunter's or not.

The above is from the Baltimore American. We have two iron vessels at our wharf, with propellers on Hunter's plan, both of which have yet to be tried. We confess our faith in them is very weak.

The Cincinnati Atlas says that there is a circular lake about thirty miles from Kingston, Canada, situated on the top of a hill 350 feet high, and entirely without an *inlet*, though a small stream runs from it down one side of the hill. Prof. Lyell, who visited it while in this country, regarded it as one of the greatest curiosities he had ever seen. He supposed it to occupy the crater of an extinct volcano, and receive its waters through hidden syphons from a greater distance; but did not coincide with the popular belief in the neighborhood, that the fountain head was Lake Erie, although it is supposed that they occupy the same level.

COPPER—GREAT DISCOVERY.—A mine of copper has been discovered near Fort Wilkins, copper harbor, Lake Superior, which is supposed to be richer than any other in the United States. At the surface, it is about twenty inches wide, spreading out as it deepens, and is supposed to bee at least three miles in length. Specimens of the ore have been raised, which warrant the belief that th mine averages seventy-five per cent. pure copper. Particles of silver and gold have been found intermixed with the copper; and it is calculated that the mine will easily yield $6,000,000 annually. Our information is from a source that we cannot doubt its correctness.—*Green Bay Rep.*

The New York letter of the National Intelligencer says:

The musical world is here at present divided between the merits of the two newly invented attachments for the piano forte—Coleman's and Walker's. Many give the preference to Mr. Walker's, as producing a greater variety in the tones, and adding more to the capacity of the instrument. It is believed that Mr. Walker's "attachment" is the one most likely to be introduced into general use. A combination of the two inventions would render the piano the most comprehensive of all musical instruments.

THE SUGAR DUTIES.—The English presses are in very bad temper because sugars of the United States are to be admitted into England upon the terms allowed to the most favored nations, or upon as good terms as the sugars of Manilla, Java and China. As far as we can learn, from the limited means of information afforded us by the Parliamentary debates, and the comments of the public press, the principal ground of this objection is found in the fact that Louisiana sugars can be imported into England with more profit to the producer and shipper, than the sugars entered from any other country. There is another apparent objection, which is, that American sugar is the product of slave labor,—and the American sugars sent from Louisiana being mostly of the brown Muscovado kind, a discrimination of 23s. is imposed as the burden of duty, and not 28s as upon other kinds.

Lord John Russell has declared, during the recent debate upon the revision of the Tariff in England, that the attempted distinction between the products of free and slave labor "were impracticable and illusory." A reciprocal treaty, for a wonder, in one article, has operated to our advantage. The fact that we had a reciprocal treaty with England, admitting our products upon the terms of the most favored nations, was the only answer Sir Robert Peel could give, when earnestly questioned as to the arrival of several cargoes of sugar from New Orleans. This importation appears not to have been anticipated in England—Mr. Gladstone having assured the law-makers, when the change of duty was a subject of legislation, that no reduction could take place, inasmuch as the United States did not produce sugar in sufficient quantity for the supply of the home market. Mr. Gladstone appears to have made too low an estimate of the production of the United States, and the fact that he has done so, with the fact that nations, like men, are bound by treaties, appears seriously to have disturbed the equanimity of John Bull.—*N. Y. Express.*

An epidemic is prevailing to a considerable extent in the neighborhood of Slider, about twelve miles from this place, in Clark county, said to be the black tongue. Sixteen deaths have occurred within the last few days, and many persons are now lying dangerously ill.—*New Albany Gaz.*

TEXAS.—The editor of the Enquirer, who has just returned to Richmond from Washington, says:

"We understand that our own government at Washington have their eyes open, and are displaying the most determined energy in our relations with the young Republic. Mr. Plitt, of the State Department, is about to proceed to Texas with instructions to our Charge."—*Nat. Int. of the 5th.*

For the Gazette & Advertiser.

MR. EDITOR:—As the time for electing a Canal Commissioner is approaching, preliminary steps should be taken to bring before the people suitable persons as candidates for nomination. It is of the utmost importance that unity of action be observed throughout the State, and this can only be effected by the early introduction of suitable names in connection with that office, that their claims and qualifications be clearly established before a nomination is made. It is well known that for many years those who have had the directing of this department of our affairs, to wit: the public works, instead of exercising the power vested in them for the interests of the State, have recklessly plunged it into monstrous expenditures, in order to perpetuate themselves and a horde of greedy expectants in office. Now, the only method by which this ruinous system of spoliation can be arrested is to place in nomination suitable men, and they will be elected. Party spirit has attained its zenith, and *measures* will for a time be more calmly considered. We want men whose business capacity will commend them to the favorable consideration of the honest and reflecting citizens of all parties. Retrenchment and reform are loudly called for, and more especially when so much difficulty is experienced in devising means for paying the interest of the State debt. In view of this fact, it is important that an efficient man be selected—one who will exert himself to reduce the expenditures of government. Such a man is Charles C. Sullivan, Esq., of Butler—a man whose superior talents eminently qualify him for the duties of that station—a man of strict integrity, of active business habits, and whose election would be a guarantee of a judicious administration of our public improvements. Since his election to the State Senate, his whole energies have been directed to a reduction of the expenditures of the State—reform has been his motto, and there is no department that would afford his talents such ample scope as the one which it is proposed to assign him.

REFORM.

COMMERCIAL RECORD.

Gazette & Advertiser Office,
Monday morning, April 7.

The market closed on Saturday after a very active week's business, quiet but steady in most of the leading articles of Groceries and Produce. The demand for the various articles which have been moving continues unabated, and large operations are making against a rise in some others. Pittsburgh Manufactures of every description have been in very active request and the demand holds in undiminished strength.

A gentleman, direct from England, was in the market last week endeavoring to purchase Lard for that market, but finding it above his views, left for below.

Flour is up again. Sales on Friday of 120, 30, 40 and 50 bbls common brands at $3.62½@3.65 and several lots on Saturday on the wharf at $3.70@3.75, mostly the latter. From store by the Dray load $3.75@3.87½ ꝑ bbl. Sales of Rye Flour from store at $3.25 ꝑ bbl.

Tin Plate—We remarked on Friday that Plate was unsettled—an advance has been established of 50 cents per box, and IX is now firm at $11.50.

Copper has also advanced a shade.

Lard Oil has advanced. Sales of inferior Cincinnati, from store, at 60c per gall. The same article sold a week since at 53c.

Molasses—Sales on Thursday and Friday of 200 bbls. to the trade at 30c, cash. Since, an advance of 1½ cents has been established, and we note a sale of 50 bbls. at 31½c per gallon.

Salt—Sale in Allegheny of 400 bright bbls. No. 1 Allegheny, at 90c and Inspection. Re-sales at $1 delivered.

Bacon—The market is dull at the advance and sales quite slow—holders, however, insist on 5c for Shoulders, 6c for Sides and assorted, and 7c for Hams. In country Meat there is more doing. Sale of 12,000 lbs rough at $5.30 per 100 lbs, and re sale at 5.75. Sale of 11,000 lbs from first hands at 5½c. Sale of 3,000 lbs at 5½c. Sale of 2,000 lbs Hams and Shoulders at 6¾ and 4½c. Sales in several parcels from store of 10 000 lbs Sides at 5¼c. The stock of country cured is light.

On the receipt of the Foreign news per the Cambria, at New Orleans, March 27th, Cotton advanced ¼@½ cent, and 10,000 bales were sold at the advance.

Baltimore—April 5th.

Sales of 4000 bags of Coffee, of which 3700 were of Rio, at 6½@8¼c, mostly at 7@7½c—sales of fair and good Laguayra at 7¼@7½c. Imports of the week 3117 bags Rio. Sales N. O. Molasses at 35c—holders ask 36. A slight advance in Beef. Demand for Bacon unabated, and heavy sales closing firm at 7c for sides and assorted, shoulders 6c, and hams 8@9c. Market nearly cleared of good parcels offering, and stocks in first hands nearly exhausted. Sales of Lard small at 8c. and 50 kegs very prime at 8½c. N. O. Sugar advanced to 6@7c, and Porto Rico 7¼@8½c.—American.

New Orleans—March 26

Cotton—Sales of 18,800 bales, mostly on English account, at prices ranging from 4 to 8c for Inferior to Good and Fine. Sugar very active and large sales, mostly on New York account. Prices advanced fully one-half cent, and range from 5 to 6½c from Ordinary to strictly choice. On Plantation prices range from 5 to 5½c. Molasses not quite so active—24½@26c in oak and cypress bbls.—Price Current.

St Louis—March 27.

Lead—Sales for two or three days past have been at rates a little fluctuating. 1000 pigs were sold at $3.05; 600 at 3.12½ and 2000 in three lots at $3.06@3.09. Market to-day is nearly or quite bare; and the largest proportion of the week's receipts having gone forward. 3556 pigs were taken this morning at $3.12½. Hemp—receipts small, and but few transactions have taken place; there is a good demand for small lots at $60@65 ꝑ ton for good dew rotted in order; $50@58 for other qualities—Water-rotted we quote nominally at $75@90 ꝑ ton. A small lot of dew rotted, numbering 74 bales, sold at $65. Flaxseed—Sales of good are at $1.12@1.15c per bushel. Shot—All sizes at $1@1.10 per bag. Dried Fruits—Apples dull at $7½@8; Peaches 1.25. Green Apples scarce and worth from $3 to 3.50 per barrel. Honey, per gallon, 18@20c for good. Iron—Common bar, 4@4½ cts per lb; Band, 5@6½c; Horse Shoe 5@6c; Hoop, 6½@8c; Sheet, 6½@8c; Nail Rods, 7@8c; Boiler Iron, 7@7½c; Pig Iron $22@26 per ton. Nails—Pittsburgh, 4½@5c; Juniata, 4½@5c; Boston, 5¼@6c per lb. Castings—Hollow-ware, 2¾@3½c; Foundry 4½@5c. Coal—Missouri and Illinois, 6@7c per bushel; Pittsburgh, 15c; Lehigh, $12@14 ꝑ ton.—New Era.

DIEU ET MON DROIT

GREAT ENGLISH REMEDY

For Coughs, Colds, Asthma, and Consumption!

THE GREAT AND ONLY REMEDY for Colds, Coughs, Asthma, and CONSUMPTION, is the HUNGARIAN BALSAM OF LIFE, discovered by the celebrated Dr. Buchan, of London, England, and introduced into the United States under the immediate superintendance of the inventor.

The extraordinary success of this medicine, in the cure of Pulmonary diseases, warrants the American Agent in soliciting for treatment the WORST POSSIBLE CASES that can be found in the community—cases that seek relief in vain from any of the common remedies of the day, and have been given up by the most distinguished Physicians as CONFIRMED AND INCURABLE. The Hungarian Balsam has cured, and will cure, the MOST DESPERATE OF CASES. It is no quack nostrum, but a standard English medicine, of known and established efficacy.

Every family in the United States should be supplied with Buchan's Hungarian Balsam of Life, not only to counteract the consumptive tendencies of the climate, but to be used as a preventive medicine in all cases of Colds, Coughs, Spitting of Blood, Pain in the Side and Chest, Irritation and Soreness of the Lungs, Bronchitis, Difficulty of Breathing, Hectic Fever, Night Sweats, Emaciation and General Debility, Asthma, Influenza, Hooping Cough, and Croup.

☞ Sold in large bottles, at $1 per bottle, with full directions for the restoration of Health.

Pamphlets, containing a mass of English and American certificates, and other evidence, showing the unequalled merits of this Great English Remedy, may be obtained of the Agents, gratuitously.

DAVID F. BRADLEE, sole Agent for the United States, 119 Court street, Boston.

T. W. DYOTT & SONS, General Wholesale Agents, No. 132 North Second street, Philadelphia.

For sale, wholesale and retail, by
B. A. FAHNESTOCK & Co.,
ap7 corner of 6th and Wood sts

ADAM HOHL,

MANUFACTURER of all kinds of SEGARS, Smoking and Chewing Tobacco and Snuff, Union st. near the Diamond, Pittsburgh. ap8-wly

LICENSE.

Wholesale Dealers and Retailers of Goods, Wares, Merchandise Commodities or Effects of whatsoever kind or nature, whether Foreign or Domestic.

TAKE NOTICE,

THAT in compliance with an act of Assembly approved the 7th day of April, A. D., 1830, the Associate Judges and Commissioners of Allegheny County, will meet at the Commissioners Office on Monday, the 14th of April next, for the purpose of taking up the returns of the several Constables of this County, made to the Clerk of the Court of Quarter Sessions at present, March term, and to place each of the merchants that have been so returned, dealing as aforesaid into that class which may appear to be right and just, as provided for in the 10th section of an act entitled, an act to provide revenue to meet the demands on the Treasury and for other purposes, passed the 4th day of May, 1841, when and where each of you may attend if you think proper, either in person or by agent, and show the amount of your annual sales respectively, and also that an appeal will be held at the said Commissioner's Office on Monday, the 24th inst., of which appeal the constables of their respective districts will give written or printed notice to those interested, at least five days previous, as required by the act of the 3d of March, 1843.

WILLIAM PORTER
Associate Judge.
JOHN FORSYTH,
JAMES CUNNINGHAM,
WILLIAM MAGILL,
Commissioners.

Commissioners' Office, April 3, 1845.

N. B. The Constables of the several wards, boroughs and townships in the County, are requested to call at the Commissioners' Office on or before Tuesday, the 15th inst., and receive notices to be served on dealers aforesaid. ap5-d2&wlt

To the Honorable the Judges of the Court of General Quarter Sessions of the Peace, in and for the County of Allegheny

THE Petition of Joseph Allshouse, of Wilkins Township in the County aforesaid, humbly sheweth, that your petitioner hath provided himself with materials for the accommodation of travelers and others, at his dwelling house in the Township aforesaid, and prays that your Honors will be pleased to grant him a license to keep a public house of entertainment, and your petitioner, as in duty bound, will pray.

JOSEPH ALLSHOUSE.

We, the subscribers, citizens of Wilkins Township do certify, the above petitioner is of good repute for honesty and temperance, and is well provided with house-room and conveniences for the accommodation of travelers and others, and that said tavern is necessary.

James Johnston, A. Horbach,
Michael Portser, John Speer,
Fred. Roof, Aaron Jeffries,
Abraham Heasly, H. Z. Mitchell,
Robert Elder, Geo. Curry,
A. Horbach, Jr., J. S. Lacock,
ap8-w3t* James Irwin.

REMOVAL.

J. D. WILLIAMS, wholesale and retail Family Grocer, Forwarding and Commission Merchant, and Dealer in Country Produce and Pittsburgh Manufactures, has removed to North East corner of Wood and 5th streets, Pittsburgh.

His stock comprises the following, which are regularly supplied from the Eastern Cities, under the most favorable circumstances, and will be sold for CASH or exchanged for COUNTRY PRODUCE, at VERY LOW RATES.

Fine and extra Fine, Green and Black Teas;
Rio, Laguyara Old Gov. Java, and Mocha Coffee;
Lump, Loaf, Crushed, Pulverized and N. O. Sugar;
New Orleans, Sugar H. Molasses, and Boston Syrup;
Ground Spices of every variety;
Figs, Bunch and Sultana Raisins, Prunes, & Currants;
Citron, Mace, Cloves and Nutmegs;
Pea Nuts, Filberts, Pecans and Almonds;
Rice and Rice Flour, Hulled and Pearl Barley;
Vermicelli, Maccaroni, and English split Peas;
Olive Oil, Pepper Sauce and Lemon Syrup;
Rosin, Variegated, Palm and Castile Soap;
Dipped, Mould, Lard, Solar and Sperm Candles;
Scotch and Balt Herrings, Shad, Mackerel & Salmon;
Tobacco Segars, Glass Iron, Nails, Cotton Yarns, &c.

Orders from the Country carefully packed, and forwarded with despatch. ap5

BOOTS AND SHOES.

STORE REMOVED.

JAMES ROBB having removed from the corner of Liberty and Market sts., to the store formerly occupied by E. Black, No. 90 Market st., now offers to his customers and the public, a large assortment of Boots and Shoes, which he flatters himself is the best selected retail stock in the city.

Having had long experience in the manufacture and sale of Shoes in the city, he feels confident of being able to give general satisfaction. His rule is small profits and quick returns, he therefore earnestly invites the public to call and examine, and judge for themselves.—Also, A. G. Robb's Superior Paste Blacking, always on hand, and sold wholesale and retail. mar29-d6t&w1

Superior Horse and Cattle Medicines.

PREPARED AND DISPENSED BY

WM. P. GILES,

VETERINARY SURGEON, *Diamond Alley, between Wood and Smithfield streets, Pittsburgh Pa.*

W. P. Giles would respectfully inform the citizens of Pittsburgh, Allegheny, and the public in general, he still intends practising the Veterinary Art in the above named place, having been doing so for the last sixteen months in the city of Pittsburgh and its vicinity, been employed by citizens—gentlemen of talent—fully able to judge of a man's practicable qualifications, he hopes he has proved himself to them capable of treating the various diseases to which horses, &c., are liable, in an able and scientific manner, and hopes by reasonable charges and assiduous attention, to merit the approbation of all who may entrust him with the care of their stock.

Good Stabling for Sick Horses, with reasonable charges.

Castrating Horses on the old and improved modern principles.

Sick and Lame Horses attended at their respective Stables.

W. P. Giles returns his gratitude to his friends and the public, for the patronage conferred upon him during his residence in the city of Pittsburgh, and politely solicits a continuance of their commands.

REFERENCES.

Rody Patterson, R. H. Patterson,
John D. Miller, John Little, Esq.,
J. D. W. White, James Fenlon.
mar29-d1w&w3mo.

SELLERS' VERMIFUGE.

The Great Worm Medicine of the day.

NO medicine has ever been offered to the public with stronger claims upon their confidence, than Sellers' Vermifuge. The following new certificates are from persons well known in the city and country.—Read them:—

PITTSBURGH, March 7, 1845.

Mr. R. E. Sellers—Dear Sir:—Having used your very justly celebrated Vermifuge, with two of my children, with the happiest result, I do most cheerfully recommend its use as a very effective worm medicine.

Yours respectfully, REUBEN MILLER, JR

Lower St Clair township, Allegheny Co Pa.
March 20th, 1845.

I hereby certify that, after having used the different Vermifuges and worm preparations made and sold in this city, without any effect. I was induced by a neighbor who had used Sellers' Vermifuge with the finest effect, to buy a bottle. I did so, and two teaspoonsful given to a child of mine 3 years old, brought away more than 40 large worms, and it now enjoys better health than I have ever known it. My neighbor's child passed more than 60 worms. I believe Sellers' Vermifuge superior to any now in use.

BENJAMIN WHITE.

This is to certify that I gave two or three teaspoonsful of Sellers' Vermifuge to a child of mine aged 10 months, and that it passed the same day 12 worms. I also gave Sellers' Vermifuge to another child of mine, and it discharged about 60 large worms. My neighbors have also used Sellers' Vermifuge with the happiest effect.

PETER DEVLIN, Baldwin Township,
Allegheny County.

☞ This popular Worm Medicine is prepared and sold by R. E. SELLERS, No 20 Wood st.

Sold also by H. P. SCHWARTZ and J. MITCHELL, Allegheny City. apl

SPRING DRY GOODS,

At No. 66 Market Street.

G. S. SWARTZ

HAS received his first Spring supply of NEW GOODS, which he now offers for sale at the lowest *cash prices.* He has made such arrangements in the East as to justify him in assuring his customers, that he will from time to time receive the newest and most desirable styles of goods at the lowest prices, which he is determined to sell accordingly. His present stock consists in part of—

Very rich Mouslin de Lanes and Cashmeres;
Crape de Laines and Chusans as low as 25 cents;
Black and Colored Alpacca as low as 31 cents;
Superior Plaid Alpacca Lustre;
Satin Striped Lustres;
Lupins Superior Bombazines;
Black and Blue Black, Plain and Striped Silks;
Very rich colored Silks;
Gimps and Fringes;
Superior Linen Cambric Handkerchiefs;
Black and Blue Black Satins;
French, English and Scotch Lawns;
Balzarines and Bareges;
French and Scotch Ginghams;
Ladies' Superior French Kid Gloves;
Silk and Mohair Gloves and Mitts;
French worked Collars and Chimizetts;
Silk, Cotton, and Cashmere Hose;
Linen Cambric and Lawns.

SHAWLS! SHAWLS!!

Plain and Embroidered Thibet Shawls;
Superior Light Brocha Shawls;
Beautiful Printed Thibet do;
High colored Printed Cashmere Shawls;
Barege Shawls and Scarfs;
Ladies' Double Soled Shoes and Slippers;
Also, a beautiful assortment of Bonnet Ribbon.

GOODS FOR GENTLEMEN.

French and English Broadcloths;
Superior French Doe Skin Cassimeres;
Fancy Cassimeres;
Cassinetts and Kentucky Jeans;
Valentia, Satin and Marseilles Vesting;
Silk and Satin Scarfs and Cravats;
Silk and Linen Pocket Hdkfs;
Stocks, Collars, and Suspenders.

Also, a general assortment of Bed Ticking, Shirting and Sheeting, Muslins, Russia Diaper, Crash, Grass Linen, Stair Linen, and fine Bird Eye Diaper, with almost every article in the Dry Good line for family use, all of which will be sold at unusually low prices.

mar26 GEO. S. SWARTZ.

83 MARKET ST., PITTSBURGH.

B. E. CONSTABLE respectfully invites the attention of his customers to a new lot of—

Splendid French Broche Shawls, Mode Green, Blue and Black grounds, all wool, just imported.
Rich Turkerri Shawls, newest style of pattern.
New style Cassimere Shawls, at $9, worth $14.
Blue plaid Cloth Cloakings.
High colored Gala Plaids.
5 cases prints, new style, at 6¼, 8, 9, 10 and 12½ cents.

Received to-day. [nov 7-wtf

TAKE NOTICE.

ALL persons indebted to the Estate of James Rundle, late of Pine Township, Allegheny county, dec'd, are requested to make payment to the undersigned, and all persons having claims against the Estate of said Jas. Rundle, dec'd, are requested to exhibit their accounts properly authenticated for settlement.

m11-w6t* WM. RODGERS, Administrator.

RICH FALL AND WINTER GOODS!

83 Market street, Pittsburgh.

B. E. CONSTABLE

RESPECTFULLY announces that he has made extensive arrangements for the Fall and Winter trade, which will enable him to offer to purchasers the best and cheapest stock of

NEW FANCY AND STAPLE DRY GOODS

in this market

B. E. C. has received and opened a large assortment of Black and colored Silks, in great variety—rich, and the newest styles;

Cashmere d'Ecosse, latest Paris style;
Paris Mouslin de Laines, newest designs;
Reps Cashmere, entirely new;
Chamelion Chusans, Tiesans;
Crape d'Cypress; Black Bombazines;
Splendid French Broche Shawls, latest importations;
Cashmere, Pompassour and Turkard, do.
Plain and embroidered Thibet, mode colors and black;
Rich new style wool Shawls;
A large stock of low price wool Shawls, in stripes, figures and plaids;
New style French prints; American do., new fall patterns, from 6¼ cents upwards;
Lupins, French Merinos, AA quality, blue, black and mode colors;
Splendid Parisian style of Bonnet Ribbons;
A large stock of rich new do., from 12½ cents upwards;
Various styles of Neck and Cap do;
Artificial Flowers;
Bajou's Kid Gloves; new style do;
Ladies' Lace Caps, newest patterns;
English Thread Lace and Edgings;
Lisle, Giupare, Ashburton and other styles of do;
Plain and figured nett for Caps, Capes and Veils;
Plain and hem-stitch Linen Cambric Handkerchiefs;
Reviere do; Muslin Trimmings;
Blue black and colored Velvets;
Changeable Mode for Bonnets;
Black and French Olive Cloth for Ladies' Cloaks;
Figured French Merinos, for do;
Plain, figured, changeable Plaid Alpaccas;
High colored Gala Plaids, for children's wear.

FOR GENTLEMEN'S WEAR.

French, West of England and American Cloths;
New style Cassimeres; Vestings in great variety;
Rich Scarfs, Cravats, Suspenders, &c., &c.,

With every other article in the Dry Goods line, at the smallest possible advance from the first cost.

oct 3—wtf

FOR SALE.

A WELL improved one acre lot, in the Borough of Sharpsburgh, five miles from Pittsburgh, on the Pennsylvania Canal. It is, perhaps, the best location for a country Physician in Western Pennsylvania, and has been occupied for that purpose for the last nine years. It is convenient to churches and school houses, and has all the necessary buildings to make it comfortable. It will be sold low—possession may be had at any time; and two thirds of the purchase money may remain on mortgage for five or ten years, if required.

For further particulars address the subscriber, Sharpsburgh, Allegheny county, Pa.

jan 10 wtf GEO. T. GILLIAM.

SEWICKLEY HOTEL FOR RENT.

THIS well known tavern stand, with about 20 acres of prime land, including an orchard, now occupied by George C. Barnes, on the Pittsburgh and Beaver road, belonging to the estate of Abishai Way, deceased, is for rent from the 1st day of April next. The house is large and well finished, and a sufficiency of stabling. It would be a desirable situation for a private family, convenient to places of worship, schools, postoffice, &c., and may have daily communications with Pittsburgh, by land or water.

For further information apply to John Caldwell, tanner, Pittsburgh; Richard Gray, Allegheny city; or to the subscriber, Postmaster at Sewickley-bottom P. O., near the premises.

nov 22-d3t&wtf DAVID SHIELDS.

FOR SALE OR EXCHANGE.

3 improved Farms, 10 Town Lots, 100 Acres Timbered Land,

ALL situated in the county of Wabash, and State of Illinois, some of which is not surpassed in situation or improvements by any property in the county.

The above mentioned property, or a part, is offered for such goods as compose a country store: Dry Goods, Groceries, Hardware, Boots, Shoes, or Pittsburgh manufactured articles; or for a good Farm in Pennsylvania, or a business stand in Pittsburgh. Any person wishing further information on the subject, shall receive prompt attention by addressing letters to the subscriber, post paid, at Mount Carmel, Wabash Co., Illinois.

oct 24—w6m WM. WOOD.

FARM FOR SALE CHEAP.

AN unimproved Farm, containing One Hundred and Sixty-eight acres, situated 3½ miles from the Ohio river, back of Millersport, in the valley of Indian Guyandotte, Lawrence county, Ohio.

Further information may be obtained by applying at No 9 Wood street, Pittsburgh.

may 9 WILLIAMS & DILWORTH.

DIURETIC PILL,

For the cure of that troublesome and distressing complaint called BACK ACHE.

Prepared and sold by Dr. J. SARGANT, Apothecary and Druggist, Federal street, Allegheny.

THE disease to which these celebrated pills are particularly applicable, is found to exist in the aged and infirm, the laborious and sedentary, and is commonly called *Back Ache*, or, more properly, obstructions or chronic inflammation of the Pancreas, Kidneys, Ureters, Bladder, &c., which is known by an acute and deep-seated pain in the small of the back; sometimes extending round the ilium to the abdomen; or a dull, heavy, or numbing pain, extending from the back down the lower extremity of the right abdomen to the inner part of the thigh. And many persons afflicted with this troublesome complaint are unable to endure violent exercise—others, when reclining, are unable to rise without assistance—and many, when stooping, have much difficulty in assuming an erect position.

PINE tp., Allegheny co.

Dr. Sargant:—I am glad to have the opportunity to recommend your pills, having been twelve years afflicted with the Back Ache. I have frequently been obliged to crawl on my hands and knees when I have got out of bed to get to a chair, and there sit, being unable to move. I was unable to do any kind of work, and my pain was beyond what any one could imagine.

Mr. James Cole recommended me to take your pills. I obtained a box when I came into town, and took some before I left your shop, and experienced immediate relief, and have never experienced the pains since; that is now seven years since. I wish you to give me some for a member of my family.

Yours respectfully, JAS. McCOMBES.

☞ Sold, wholesale and retail, by the proprietor, corner of Federal street and the Diamond, Allegheny city, and by his general Agents, J. KIDD & Co.,
jan6 wly No. 60, corner of 4th and Wood st

HOTEL FOR INVALIDS, at Pittsburgh.

DRS. SPEER & KUHN.

THE object of this establishment is to supply a want greatly felt by respectable travellers on our western highways—by residents, without family, taken sick—and by patients from the surrounding towns and country who resort to this place for relief from surgical and other diseases. Such have often suffered from the want of the various comforts and attentions so necessary and agreeable to the sick, and from careless and unfaithful nurses; and been subjected to heavy and unreasonable charges.

Invalids will here be provided with constant, faithful and comfortable attendance, and at a rate much below the usual charges.

While the care of both physicians will be extended to every variety of disease, it is intended by Dr. Speer to give special attention to ALL SURGICAL DISEASES, particularly to

Diseases of the Eye.

To these branches of his profession he has given a large share of his attention for the last twenty-five years, and he will continue to devote to them the experience acquired by a constant practice, during that time.

The Hotel for Invalids is not an experiment. Its establishment is suggested not only as necessary to supply an evident want in this city, in the entire absence of any special provision for the sick, but is warranted also by the success of similar institutions at Cincinnati and New Orleans—the former under the care of Drs. Taliaferro, Marshall and Strader—the latter under that of Dr. Stone.

The building selected for the purpose is situated at the corner of Federal and Robinson streets, in Allegheny city, adjoining the city of Pittsburgh. It is commodious and roomy, and furnished with all accommodations necessary for the sick.

Applications for admission to be made to the subscribers, at their office on Penn street, Pittsburgh, or at the establishment.

☞ No contagious diseases will be admitted.

J. R. SPEER, M. D.,
J. S. KUHN, M. D.

THE subscribers have formed a partnership in the practice of the different branches of their profession. All calls in the two cities and the surrounding country will be promptly attended to.

A few Students will be received at their office.

J. R. SPEER, M. D.,
Nov. 12, 1844—d&wtf J. S. KUHN, M. D.

LAND SURVEYING AND CIVIL ENGINEERING.

THE undersigned intending to pursue permanently the business of Surveying and Civil Engineering, offers his services to the public.

Having had a very extensive practice with Mr. Z. W. Remington in this vicinity, he feels warranted in saying that his experience and practical knowledge will be advantageous to those who may employ him. Persons interested in real estate will find at his office plans of the City, City District, "Reserve Tract opposite Pittsburgh," "Manor of Pittsburgh," Birmingham, Lawrenceville, and of Lots and Farms extending several miles around Pittsburgh.

R. E. McGOWIN,
Office Penn st. a few doors above Hand st.,
Pittsburgh

REFERENCES:

Richard Biddle, Esq., Jas. S. Craft, Esq.,
Wilson McCandless, " Hon. Harmar Denny,
John Anderson, Chas. S. Bradford, Esq.,
William Arthurs, O. Metcalf, Esq
R. S. Cassat, P. Mulvany,

NOTICE.

☞ Those of my friends and the public, who may wish to have recourse to any of my papers, draughts, or plans, will hereafter find them in the office of Mr. R. E. McGOWIN, whom I respectfully recommend as one in whose professional abilities and integrity they may depend.

Z. W. REMINGTON.

arch 7, 1844.—d&wly

L. C. JUDSON. F. C. FLANEGIN

JUDSON & FLANEGIN,

ATTORNEYS AT LAW

OFFICE ON SMITHFIELD NEAR SEVENTH STREET
PITTSBURGH, PA.

☞ Collections made on moderate terms.—Pensions for widows of old soldiers under the late act of Congress obtained. Papers and Drawings for the Patent Office prepared. July 3—wly.

PROSPECTUS
FOR
"THE TRUE AMERICAN."

A NUMBER of Kentuckians, slaveholders and others, propose to publish in the *City of Lexington*, a paper devoted to gradual and constitutional emancipation, so as at some definite time to place our State upon the firm, safe and just basis of liberty. The time has come when a large and respectable party, if not a majority of the people, are prepared to take this subject up, and act so as to secure the end proposed without injustice to any, but with eminent benefit to all. A press is only necessary to give concentrated effort and final success by free conference of opinion and untrammeled discussion.

We propose to act as a *State party*, not to unite with any party, State or National; expecting aid and encouragement from the lovers of liberty of all parties, we shall treat them with studied courtesy and forbearance so far as it may be consistent with the integrity of the principles which govern us.

It is not proposed, that our members should cut loose from their old party associations. The press under our control will appeal *temperately* but *firmly* to the interests and reason, not to the passions, of our people: we shall take care rigidly to respect the legal rights of others, because we intend to *maintain our own.* We shall attempt to sustain in good faith the *"freedom of the press."* Whilst our organ will conscientiously vindicate and uphold the Christian morality in ethics, and constitutional republicanism in politics, its columns shall be open to all sects in all things concerning human action: believing with Jefferson that there is no error so dangerous but that it may be left safely to the combat of reason, we utterly repudiate that false philosophy and time-serving expediency which caters to the tyranny of opinion by excluding from the press whatever *does* not suit the fastidious tastes of "patrons"—our readers shall not be our masters; if they love not truth they may go elsewhere. The times call for language plain, bold and true—our cause is good—our press shall be *independent* or cease to exist—designed to accomplish great purposes, to vindicate principles of interest to all mankind, it shall subserve the elevation of no man, disdain personal denunciation, and share the glory of its triumphs among all its supporters. A native born Kentuckian has engaged to edit *"The True American,"* and as his opinions and feelings are expressed in the above outline of party action, will be untrammeled in his independence, so long as he is faithful to the principles of his adoption.

"The True American" will be published weekly, in the City of Lexington, Ky., and it is proposed to make it embrace all the matter common in newspapers; especially will it regard the high place which labor holds in the economy of nature, and insist upon its enjoyment of a fair distribution of the products of capital. The size and appearance of the paper shall be as studiedly becoming and tasteful as its means will allow

TERMS.

Two dollars and fifty cents per annum payable in advance.

To any person or club taking 5 copies, ten dollars.

Numbers sent to persons not having once paid, to be regarded as gratuitous

Advertisements according to current rates.

Bank notes of par value received from all parts of the Union, but Kentucky paper will be preferred. Letters to be directed to the undersigned, *post paid* in all cases.

The first number will be issued about the first of June, and all subscribers are desired to send in their names by the first day of May next.

C. M. CLAY,
on behalf of himself and others.

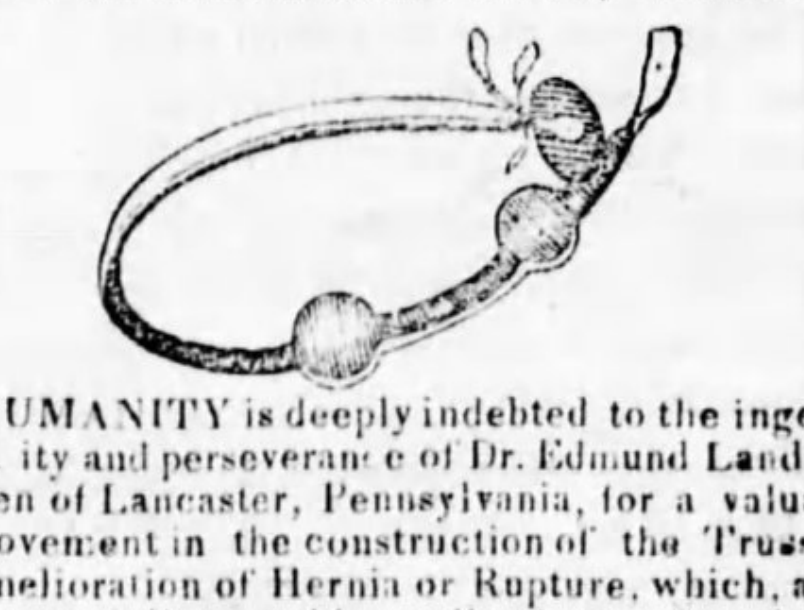
Lexington, Feb. 19, 1845.

☞ WM. C. BELL, Esq., is our sole Agent for this paper north of "Mason and Dixon's line".

DOCTOR EDMUND LANDIS

PATENT DOUBLE SPRING TRUSS.

For the Melioration and Cure of Hernia.



HUMANITY is deeply indebted to the ingenuity and perseverance of Dr. Edmund Landis, a citizen of Lancaster, Pennsylvania, for a valuable improvement in the construction of the Truss or the melioration of Hernia or Rupture, which, after being carefully tested by application to a number of patients, has never failed to give relief, and in most cases has proved successful in effecting a permanent cure.

This improved Truss has been submitted to the most eminent members of the medical profession, who, after fair trial and examination, have concurred in pronouncing it an important discovery, particularly as it admits of perfect adjustment to the seat of the complaint, and of bearing with certainty upon the point where the pressure is required, without admitting of a chance of change or of shifting by any action of the muscles, hip or body,—the outer spring, which is very elastic, only giving, by which arrangement every movement is accommodated.

The suffering and imminent danger to life consequent upon that most distressing of all complaints, *Strangulated Hernia*, need never be apprehended by persons who wear this improved Truss, and the patient may cherish a confident hope, that in consequence of the intestine or omentum never being permitted to protrude in the slightest degree, that the distended ring or opening will gradually contract, and a permanent cure be effected, when the Truss may be dispensed with altogether.

This Truss may be very properly termed, Dr. LANDIS' COMPOUND SPRING TRUSS; the springs being 2 in number, the inner and the outer, the latter lying over the former. The exterior spring is three times the length of the interior, upon the end of the latter the compress or eliptical pad or block is fastened, which rests upon the affected part. There is a small adjusting screw, which passes through the outer spring, immediately over the pad or block, and is formed to bear upon any part of the block, so that the pressure can be made to act immediately upon or over the rupture with the degree of force or weight which the case may require.—The whole apparatus is so adjusted as to fit any peculiarity of form, at the same time so flexible as to occasion neither inconvenience or uneasiness to the wearer, while following his usual avocations.

The following distinguished members of the Medical profession have borne ample and unqualified testimony to the palliative and curative value and importance of Dr. Landis' discovery: Geo. B. Kerfoot, M. D. and John L. Atlee, M. D., of Lancaster; Geo. M'Clealland, M. D., Professor of Surgery in the Pennsylvania and Jefferson College, and Samuel M'Clelland, M. D., Professor of Anatomy in the same college; Samuel Martin, M. D., Professor of Anatomy in the Pennsylvania College, &c.; James M'Clintock, M. D., Professor of Surgery in Varmont College, &c.; John Wiltbank, M. D., and W. B. Grant, M. D., Professors in the Pennsylvania College; Henry G. Patterson, M. D., Professor of Materia Medica in the Pennsylvania Medical College; to which we add with pleasure the respectable names of S. Snyder, M. D., J. K. Neff, M. D. C. L. Baker, M. D., and Henry Carpenter, M. D. of Lancaster.

H. H. McCULLOUGH having purchased the patent right for making and vending the above TRUSS, is prepared to furnish them to all who may be afflicted with that disease. He is also prepared to fill all orders from Physicians and Druggists, and solicits their patronage. He will attend to applying the instrument; believing it to be superior to anything of the kind ever invented. He has put the price so low that it is within the reach of all. The testimonials of the eminent Physicians, whose names are above appended, are deemed sufficient recommendations.

H. H. M'CULLOUGH,
Cor. Fourth & Wood streets, Pitts'gh

Feb 16, 1845—d&wly.

CAUTION.

THE public are hereby cautioned not to purchase Adams' Patent Wooden Pumps, or any imitation of the same, from any person or persons, other than those who are legally authorised to manufacture or vend them. It is the determination of the undersigned to protect the patent right.

All therefore who infringe under any pretence whatever, will lay themselves liable to prosecution therefor.

WM. TATE, Pittsburgh, is sole agent for the above Pumps in Western Pensylvania.

SILAS T. JEWELL,
apr 26—wlyT. Agent for the Patentee.

PRINTING PAPERS.

THE subscribers, agents for the Clinton Paper Mill, are constantly receiving large supplies of PRINTING PAPER of the different sizes in use, which they will sell low for cash.

Editors and Publishers of newspapers in the country, who favor us with orders, may rely upon getting paper at all times of an excellent and uniform quality.

Printing papers, of different colors, suited for pamphlet covers, fancy bills, &c. also kept on hand. Orders addressed to us will receive prompt attention.

HOLDSHIP & BROWNE,
Manufacturers and Importers of Paper Hangings,
64 Wood street, one door above Fourth.

Pittsburgh, Nov. 3, 1843.—wtf.

REMOVAL.

HOLDSHIP & BROWNE

HAVE removed their Paper Store from Market street to

No. 64, WOOD STREET,

One door from the corner of 4th, where they keep on hand their usual assortment of WALL PAPERS, for papering parlors, entries, chambers, &c, and also PRINTING, WRITING, AND WRAPPING PAPERS, BONNET BOARDS, &c., all of which they offer for sale on accommodating terms.

Pittsburgh, Feb. 14, 1843—tf